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HONGKONG. THURSDAY. AUGUST 81H, 1901

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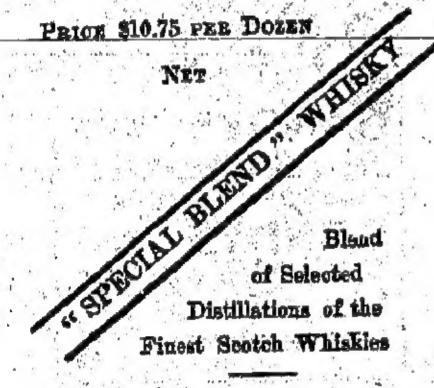
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Hongkong, 1st January, 1901,

CUTLER, PALMER & CO.'S



Apply to SIEMSSEN & CO. Hongkong. 148

#### LIONGKONG HIGH-LEVEL TRAM. WAYS COMPANY, LIMITED. TIME TABLE.

	. 14	10 13	WEE	K DATS.	A Care	- J
7.80	a.m.	to 8	00 a.m.	Every	10 min	ates.
RO	am.	to B.	30 s.m.	Every	16 min	tes.
8.80	B. 10.	to 9.	30 a.m.	Every	10 min	utes.
9.30	8.m.	to 11.	00 a.m.	LYCE	10 min	ares.
11.30	a.m.	to 12	45 p.m	Ever	7 15 min	utes,
12.4	p.m.	to 1	15 p.m.	Ever	y IV min	ntes.
1.14	p,m	. to 1	45 p.m	FAST	y 15 mir	utes.
1.4	5 p.m	. 60 2	16 p.m	. LVer	y 10 mii	IUTES.
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5.3	0 p.m	, to 8	m.q 00.1		y 10 mi	tribeat.
. 25		18 1 1 W	NIG.	HT CARS		- 4 A

8.45 p.m. & 9 p.m., 9.45 to 11,15 p.m., very 1 hour. 8.00 a.m. to 8.30 a.m. ... Every 15 minutes. 8 30 a.m. to 9,30 a.m. ... Every \$0 minutes. 93) a.m. to 10.80 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. Every 10 minutes. NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.46 p.m. SPECIAL CARS by arrangement at the Com-rany's Office, 88 & 40, Queen's Road Central. JOHN D. HUMPHREYS & SON,

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\$5.50 per Cask of 375 lbs. net ex Factory. \$3.30 per Bag of 250 lbs. "" " CO., General Managers. [8]444 Ponykong, 1st June, 1901.

NOTICE

HAVE THIS DAY RESUMED my DENTAL PRACTICE WM. MACLEOD D.D.B., BEACONSFIELD ARCADE.

Hongkong, 1st August, 1901.

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#### WHISKY

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A natural and most pleasant wine to the taste.

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Hongkong, 12th June, 1901.

Care of Office of this Paper.

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Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons.

Hydraulio Elevators to every floor. Cuisine of the best.

Hot and Cold Water throughout Wines and Groceries imported specially from

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MANAGER. Hongkong, 2nd July, 1900.

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ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL. Handsomely Furnished and Exceedingly

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Very MODERATE TERMS to FAMI. LIES by the DAY or MONTH. .-

HOTEL THE CONNAUGHT FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Cuisine excellent : under Experienced Ma-

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20,000 ASSORTED USED POSTAGE STAMPS THIS HOTEL is situated in a quiet I locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from CONSULTING ENGINEER, SURVEYOR

which there is a regular ferry service to Hong.

Bowling Alleys and Billiards. The Cuisine is Excellent. J. H. DOWNS. J. W. OSBORNE, Proprietor. Manager. Hongkong, 8th September, 1900.

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MACAO. HE most healthy place in South China. Maracis 40 miles West of Hongkong, and the triple made each day (Sundays excepted) by the Steamer "HEUNGSHAN," Capt. W. E. CLARKE, leaving Hongkong at 2 P.M., or

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Connection made at Macso with Company's Steamer wand from Canton. Cable Address-"Beavista." CLARKE & CO., Proprieters.

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COLD STORAGE. THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable pre-

L. HING KEE, Proprietor. Hengkong, 17th February, 1899. Telegraphic address "HINGKEE" [1682]

visions for Cold Storage at East Point at Moderate Rates. WM. PARLANE

Manager.

ESTABLISHED A.D. 1841.

# BRANDIES.

A.-OLD PALE B .- SUPERIOR VERY OLD COGNAC .... C.-VERY OLD LIQUEUR COGNAC ... V.O. D. HENNESSV'S FINEST VERY OLD. LIQUEUR COGNAC ....

in the prices of our "B" and "C" qualities, which alteration will take effect from 1st August, 1901.

All our Brandies are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage. For a "Soda" Brandy we strongly recommend the "B" quality.

# A. S. WATSON & CO. LIMITED.

" THE HONGKONG DISPENSARY

The Daily HONGRONG OFFICE: 14, DES VIEUX ROAD CI. LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 8th August, 1901 In spite of what we have heard of the entirely non-political character of the recent Tibetan mission to St. Petersburg, we are now told in REUTER's telegram, published to-day, that the effect of the mission is already noticeable in the eagerness of the Chinese to renew negotiations concerning and killed during the thunderstorm on Sunday Manchuria. We do not, however, learn from any other source that the Chinese are "eager" to renew negotiations about Manchuria, and it is difficult to see why they should be so. As a matter of fact, it cannot be said that the Chinese have at any stage shown any anxiety to negotiate about the northern province. A small clique of self-seeking politicians, almost entirely that quarantine is maintained at Singapore. Manchu, have proved themselves willing to listen to Russian advances in the matter, declarations to make his promises worthless in the face of the world. Among the Russian public men whose words and actions are always worth studying, from the fact of the influence which he is known to possess, Prince Ukhtomsky occupies a prominent place, and certain remarks which occurred in a recent article in the Viedomosti of St. Petersburg, the Prince's organ, have not unnaturally attracted considerable attention. Russian Press to the effect that the Tibetan Embassy had come on a bigh political mission, and in particular for the purpose of bringing about the establishment of a permanent Tibetan diplomatic representative in St. Petersburg. The article commences by remarking upon the extravagant and absurd statements of the newspapers with regard to the Embassy, and remarks that the stories told as to the prospect of close relations between the Dalai Lama and Russia are simply impositions on the public, and have the further disadvantage of furnishing England with a pretext for interven-

besides irritating the Chinese, and inciting the Anglo-Indian Government to a more active policy. The only desire of the Tibetans is to preserve themselves from foreign invasion, even the invasion of scientific expeditions, one of which recently went so far as to shoot twenty-one persons in the territory of the Dalai Lama. Before

the appearance of this article in the Vicdovosti Prince Ukhromsky is said to have had a long interview with the Tibetan envoys. But whether this gives any special significance to the concluding remark in the article to which we have been alluding it is \$8,100 (gold). She is a sidewheeler, and was difficult to say; it is not safe to deduce too much from either official or semiofficial, much less from individual expressions of policy from Russian politicians. We quote, however, the final words, if merely as a matter of interest: "Know-" ing, then, the truth regarding the pretended gravitation of the Lhassa hierarchy "towards Russia, one asks oneself whether. indeed the Ambassadors have not been sent to request us to interest ourselves "rather less or in a less aggressive form in "the destiny of a country which, through "its geographical position, is certain to "remain res nullins."

THE news of the death of the Empress FREDERICK, mother of the German Emperor, has by this time been received with sorrow throughout the British Empire only in a less degree than in Germany herself and in German possessions. It has never been forgotten in Britain that the deceased lady was formerly VICTORIA, Princess We call attention to the slight increase Royal of Great Britain and eldest daughter of our own late Queen. The strength of the bond which united the two Royal families of Britain and Germany was strik. ingly shown in the opening month of this year, when the Kaiser hastened to the death-bed of his grandmother and by his devotion at once won his way back to the affections of a people whom he had for time-somewhat alienated by certain political actions. At the present moment there can be no lack of sympathy with the Emperor and his people in their affliction, and in this colony, where we have so many German fellow-residents, our condolences. are sincerely offered. We hope also that this may be shown in tangible form by a memorial service in St. John's Cathedral.

> The examination of witnesses in the trial of Li Yang at the Supreme Court continued throughout the entire day ye-terday, and the Court again adjourned until this morning.

This has, we hear, been suggested already,

and will no doubt receive full-consideration.

Mr. A. Hanpt, of the firm of Messrs. Melchers & Co., has, we understand, been decorated by the Tear with the order of St. Staislans.

Suprema Court yesterday looked surprised when informed that the windlass on a junk had a permanent place on deck, and was not to be found at the top of the mast.

A belated item of news comes from the Central Police Station to the effect that a New Territory fisherman was struck by lightning night. He was watching his nets at the time.

The Secretary of the Hongkong General Chamber of Commerce informed us yesterday that the Chamber had learnt from the Government that a telegram has been received by the Colonial Secretary of the Straits Settlements to the effect that the prohibition on Chinese immigration has been removed, but

When are we to have the "first-class" rickshas for Europeans which were tried and and Li Hung-chang has displayed his presumably approved by the Captain Superinusual pro-Russian proclivities. The eager- tendent of Police and Mr. Badeley over two ness has been all on the side of the Russian months ago? Has Mr. May been worried into diplomatists who have taken advantage of forgetfulness, or does he intend to leave their their sovereign's peaceful and non-aggressive introduction to his successor when he goes home next month? People are just about tired of the present promiscuous carriage system, and any change that promises a better condition of things will be welcomed.

(all Chinese) were reported during the 24 hours | the only thing he had at hand-his pecket- this work? The Afforestation Department is Three fresh cases of plague and three deaths ending at noon yesterday. The European plague patients at Kennedytown Hospital now number only three-Miss Herbst, the boy doubt the Papal pocket-handkerchief will de Mackenzie, and James Stavers, the lad who was admitted on Tuesday morning. Miss Herbst The publication of the article was directly will be discharged to-day, and Mackenzie and due to statements widely published in the Stavers are both doing well. There has been an improvement in the latter's condition since his admission. His temperature, 101 in the morning, rose to 1024 in the afternoon.

Lady Blake and Miss Blake left the colony yesterday morning by the Empress of China for a holiday at home in Youghal, Ireland, probably returning to Hongkong again in December or January next. They reached Murray Pier at about 11.15 a m., accompanied by H.E. the Governor, and were met by a number of friends, European and Chinese, who had come to see them off. Both ladies were presented with flowers, among which were two handsome tributes from the Italian Consul- the chivalry of the officer's calling, hard General After saying good bye to those towards himself, upholding with rigid selftion in Tibet which Russin would find it assembled, they embarked, amid general good discipline the traditions of his house and of his very difficult to prevent. The idle talk of a wishes, on the launch Victoria with H.E. the regiment, indifferent to opinion of others, with Russian protectorate over Tibet; continues Governor, Mr. R. F. Johnston, Lieut. A. Blake, one goal before his eyes, responsible only to his the writer, can only be productive of harm and a few friends, and proceeded on board the God and to his father. So may be follow his to Russian travellers going to the country. Empress of China, which left soon after noon. path in life.

The English mail of the 6th July was delivered in London on the 6th inst.

The 7th Rajputs, now stationed at Peking, will leave there to embark at Take on the 21st. instant for Calcutta.

The Austrian cruiser Zenta arrived yesterday morning from Canton and left again in the afternoon in company with the Kaiserin Elisabeth for home. The British hospital-ship Carthage left for Calcutta.

The old U. S. gunbont Laguna de Bay has been sold by the authorities in Manila for Yuchansti & Co., of Manila, in 1899. She has been in ninety-three engagements.

There was a rumour in legal circles yesterday that sixty-five specially selected Siberian dogs belonging to the recently formed Australian Antaratic expedition had been landed and taken to Mr. Kennedy's stables for a rest until the arrival of the members of the expedition. We were unable, however, to verify the rumour, as Mr. Kennedy had received no dogs,

The s.s. Melpomene, which arrived early yesterday from Shanghai, reports that she passed through a very strong typhoon on the second day out from Shanghai. She suffered considerable damage to ship and rigging, and lost her anchors, life-boats, top-mast, etc. The weather was very dirty all the way down.

The arming of the new Russian battleship Prince Potemkine Tourique, has just been completed at Sebastopol. The battleship will be the largest in the Russian Black Sea feet, measuring 371 ft. in length, and 73 ft. in breadth. and 27 from deck to keel. Her displacementis 12,480 tons, and her engines are of 10,600 horse-power, giving a speed of sixteen knots.

The sanken dredger-a phrase that is now quite stereotyped-will soon be but a memory. The Canton River is lying in dock waiting for a purchasor, and the piles that marked its resting-place at the bottom of the harbour have now, save for about half-a-dozen which will soon go, been removed. Simultaneously, too, will disappear opportunities for the jokes that have for so long been levelled at the unfortunate

In the Assam Gazette are to be found some extracts from the Administration Reports of the Naga Hills District and the Khasi and Jaintia Hills District for 1900-1901. It appears that the material condition of the people in both districts is steadily improving, though the Nagas are not progressing very well from the moral point of view. If on the one hand head-hunting has been given up as a pastime, the more civilised vices of gambling and strong liquor are on the increase, leading to greater record of crime, particularly theft.

Before a very good attendance, the replayed match in the Water Polo Shield Competition between the R. W.F. (Right) team and V.R.C. "B" team took place last evening at Kowloon. The game was aplendidly contested. At halftime the R.W.F. led by three goals to two, and finally won by five goals to three-although they were handicapped during the latter half The defending solution in a case at the of the game by the absence of one of their men, who had to retire owing to cramp. The 25th Co., E.D., R.A., will play R.W.F. (Left) in the second round of the competition to-day, at V.R.C., Kowloon, at 5.45 p.m., sharp.

> Mr. Chamberlain at sixty-five, writes a recent observer, is amongst the youngest men in the House of Commons. He could very well pass for ten years younger; in bread daylight and at times he looks positively youthful. The last two or three years have touched his raven locks with grey, but his figure is as slim and alert as The Colonial Secretary is a striking proof of the truth that every man is a law unto imagine, but it is clear that no one pays any himself. He boasts of never having taken any physical exercise, and walks only when it is impossible to ride. Yet he always appears to be in perfect "training," and a touch of gout now and then is the only reminder the right hon, gentleman gets that flesh is mortal.

Young America has been making conquests, home papers report, not merely in the field of English sports, but in a far more unexpected quarter. The aged Pope Lee XIII is reported to have lost his heart to a number of young Americans, men and women, whom he has lately | blighting and mischievous habit, being also seen. They have had allotted to them a quite | thorny. A weed that bears a rather ugly blue disproportionate number of the private andiences granted at the Vatican. The crowning is any moisture. Several other plants-imfavour was given when a charming young lady ported weeds from other places-require to be from New York-not even a member of his rooted vigorously up. But who will do it? double duty as a relie and a decoration.

The German Emperor sketched the ideal German officer in a speech which he made when he formally gave his second son, Prince Eitel Friedrich, his commission as an officer in the First Regiment of the Guards. The Emperor said :- The Prince to-day enters upon the duties of the life for which he has prepared himself. The noblest task is the defence of the Fatherland, the noblest weapon is the sword, and the noblest uniform is the Prassian soldier's. Although still very youthful, shall be a model of zeal, an example in the observance of military laws, and, above all, an example as an officer and a man. The finest thing I can imagine is an earnest officer, inflexible as iron in everything which constitutes

### TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS.

GENERAL NEWS.

\* London, 6th August, 11.15 a.m.

DEATH OF THE EMPRESS FREDERICK.

The Empress Frederick died at Cronberg at 6.15 on Monday night. All of her family we'e present, excepting Prince Henry of Prussia, who was unable to return in time from his mission of meeting the German

squadron from the Far East. \* Delayed in transmission.

REUTER'S SERVICE.

LONDON, 5th August.

THE EMPRESS FREDERICK.

King Edward goes to Cronberg to-day. THE MANCHURIAN QUESTION. The effect of the recent Tibetan Mission to St. Petersburg is already noticeable in the eagerness of the Chinese to renew negotiations concerning Manchuria."

THE NEW CHINESE TARIFF. The Times states that the new Chinese tariff will come into force on the 1st of October.

LONDON, 5th August. .

DEATH OF THE EMPRESS FREDERICK.

The Empress Frederick is dead. LATER:

The end of the Empress Frederick was quite quiet. Her Majesty was conscious to the last.

LONDON, 5th August.

THE ROYAL ACCESSION DECLARATION.

In the House of Lords, the Accession Declaration has passed the third reading. THE NEW CHINESE TARIFF.

The Government has approved of the proposals to include in the Chinese five per cent. ad valorem tariff, articles now free from daty, except rice and coreals.

### CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents,

THE SENSITIVE PLANT.

TO THE EDITOR OF THE "DAILY PRESS."

7th Angust. SIR,-Whose business is it to look after the

places along the roads, both on the lower levels and in the Peak District? It should be the duty of the Afforestation Department, attention to the waste places or endeavours to keep down the rank vegetation so prolific to mosquitoes and flies. All along the sides of the paths and roads several intrusive and permicious weeds have sprung up which threaten, if not promptly checked, overrun the colony. Among these the sensitive plant-an imported nuisance-is especially to be remarked. It grows and spreads itself with amazing rapidity, and takes a most tenacious hold of the soil. It is, in many places, choking the turf, and is of a decidedly flower is also much in evidence wherever there flock—asked him for a souvenir, and received In the absence of Mr. Ford, who will undertake handkerchief. Nothing is said to be much sadly undermanned, but a body of coolies, under valued by a lady that she cannot wear, and no a gardener's supervision, could carry out such a task. Will not His Excellency the Governorwho is, I believe, a sworn foe to anophelesgive the necessary orders for these weeds to be exterminated, together with the too present convolvulus, the removal of dead branches, decaying vegetation, and other musightly and nuwholesome matter ?-- Yours, etc.,

AN ENEMY TO WEEDS. Captain Trefusis in the matter were \$10-40-P.S.-I think a little attention might also be \$5 for burying the pony, \$3 for the launch, and \$2.40 divided amongst the twelve coolies given to the very useful gas-pipe rails which are provided in some -though unfortunately not all-of the dangerous places on the Peak reads. These should be frequently tarred or painted. Owing to long neglect, one of these railings (near the Mount Austin Burracks) is simply falling to pieces from rust corrosion.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer Mazagon left Singa. pore for this port on the 4th inst., at 8 a.m. The silk ox the N.P. steamer Duke of Fife arrived in New York on the 1st inst. The N.P. steamer Duke of Fife left Tecoma for Japan and Hongkong on the 5th inst.

SUPREME COURT.

Wednesday, 7th August.

IN SUMMARY JURISDICTION. BEFORE HIS HONOUR T. SERCOMBE SMIT

(ACTING PUISNE JUDGE). CAPTAIR TREFUSIS CLAIMS DAMAGES FOR A

DEAD PONY. Captain the Hon. H. W. F. Trefusis, aide-decamp to the General Officer Commanding in China, sued Kwok Kong, master of the secondclass licensed junk No. 532, for \$325 damages on the ground of the negligence of the defendant in carrying a pony by junk from the transport Nurant to the Commissariat Pier.

that it died. Mr. J. Hastings (of Messre, Deacon and Hastings) represented the plaintiff, and Mr. Pontifex (of Messrs. Johnson, Stokes and

whereby the said pony was so much damaged

Master) the defendant. Mr. Hastings said he had just learned that a very important witness had gone to Canton, and although he (Mr. Hastings) was prepared to go on with his other witnesses, he should like to be afforded an apportunity of examining the one who had gone to Canton. The cr might be held over till his return.

Mr. Pontifex-I object to the delay, my Lord: Mr. Hastings-Oh, you would object to

His Lordship agreed to Mr. Hastings' request. Opening the case for the plaintiff, Hustings said the pony in question was consigned by Commander Erskine, of the Alacrity, to the care of the plaintiff, Captain Trefusis, in Hongkong, with instructions to land it here and to keep it for him until his arrival in Hongkong. In pursuance of that request, Captain Trefusis, through the contractor of the Commissariat Department, engaged a junk for the purpose of landing the pony at the Commissariat Pier, and the owner of the junk, the defendant, either by himself or by his servants, agreed for a certain sum-\$4.20-to take delivery of the pony from the steamer; to land it at the Commissariat wharf, and to provide the necessary tackle and machinery for hoisting it from the junk to the wharf. In pursuance of that agreement the defendant took delivery of the pony from the steamer and brought it to the \$10 fine or fourteen days hard labour. Commissariot Pier. He then proceeded, by means of a derrick and windlass, to hoist the pony, which was in a box, on to the wharf, but when the pony was up to the height of the wharf the rope broke, and pony and box fell back into the cargo-boat. The pony received very severe injuries and died shortly afterwards. from a man named Lawson, and had only been The junk people then ran away, all except released owing to non-appearance of complainone old woman, and the defendant had never ant, was charged yesterday morning by Detective been seen since. Thus deserted, the cargo-boat | Sergeant Sullivan with the theft of a hairclipper, grounded, and coolies had to be obtained to valued at \$10.75, from a Chinese barber at No. haul her off. A steam launch was then 27 Staunton Street hired to tow the cargo-boat, with the corpse Bay, where the animal was buried by Mr. he and his fokis were out. He pretended he Kenne y, of the Horse Repository. In view wanted his hair out. When he left, he took of there facts the defendant was charged with the hairclippers produced in court with him. neglige to in performing his agreement to complainants wife saw defendant take the carry the pony safely from the steamer to the clippers. Committer Pier. That agreement; of course, implied the providing of the necessary Street, testified to having purchased the cliptackle for the hoisting of the pony, and the pers in question from defendant for one dollar exercise of due care in the process. The present on the morning of the flat ult. action was commenced in the name of Captain, Trojusis, and was so commenced on the helped him out with money. He went to his authority of several cases doubtless within shop on the day in question to borrow a dollar, his Lordship's knowledge. Captain Trefusis He had been drinking, and in a mad fit he took was the bailee of the pony, and the authorities the clippers, intending to return them the next in question showed that a bailee had power to sue for damages done to his bail, and to

pony, had suffered some damages which he was entitled to recover from the defendant The evidence of Captain Trefusia, which had been previously heard in chambers, was read by Mr. D'Almada e Castro, Clerk of the Court. It was to the effect that Commander Erskins, of the Alacrity, whilst at Weihaiwei, wrote to the plaintiff and asked him to take charge of. the pony until Commander Erskine's arrival in Hongkong. The Nurani arrived in the afternoon of 4th July, but the pony was injured whilst being hoisted from the junk to the wharf. and died. Plaintiff did not see the pony till after its death. It was an Arab, and was valued

recover. Captain Trefusis, as bailee of the

at thirty guiness. In cross-examination by Mr. Master, plaintiff said he had not lost anything through the death of the pony. He had paid nothing, and would have to pay nothing, to Commander Erskine. Commander Erskine had telegraphed the value of the puny to him; that was his only reason for valuing the animal at thirty guineas.

Mr. Hastings-I think Captain Trefusis said-although it is not given in that statement -that he had not suffered any damage except

that he had to bury the pony. Evidence was then led. Abdulla Fackara, contractor for the Army Commissariat Department, said he received orders to engage a junk to take the pony ashore. Since July, 1900, he had received many similar orders. It was the custom for t tackle to be provided by the cargo-boat people except at the time of discharge from steamer. At half-past three on the day of accident witness was called by a messenger, and on going to the Commissariat Pier saw the lying dead in the defendant's cargo The only person on board was an old Witness looked round the junk, and saw a derrick attached to the mast, two blocks, and a wooden windlass—the tackle used hoisting the pony. Part of the broken rope was hanging from the derrick and part was in the hold. The rope was greatly worn, witness saw on examining it. (Rope produced.) combined weight of the horse-box and pony might be helf a ton. In its present condition witness was of opinion that the rope was unable to bear that weight. Word of accident had been sent to Captain Trefusis, and witness waited till his arrival about two hours later. Captain Trefusis then gave orders that the pony was to be sent down to Mr. Kennedy's stables for burial. During this time the cargo-boat had grounded, and witness had to engage some Army Service Corps boatmen to drag her off. He then hired launch and had the cargo-boat towed to Causeway Bay. The longer portion of the rope was used to tow the boat off, and it broke twice during the operation. The expenses of

who pulled the cargo-boat off. Cross-examined by Mr. Pontifer-Witness did not give any personal orders when the innk was engaged, and could not therefore say what orders were given. He saw the horse-box taken on board the cargo. boat, but did not see the pony until after it was killed. Mr. Kennedy, who was to take charge of the sumal, and who came down expecting to get a live pony," was at the Commissariat Pier before witness.

By the Court-The cargo-boat was towed off because it was likely to prove an obstruction to the Army Service Corps boat. The junk are in great deteand. His eyes, which have would not have gone ashore had it not waited been examined by local dectors, show no for Captain Trefusis's arrival. Had the crew, peculiarities in them. He has the X-ray sight I not run away they could have kept it from only stnight, and the darker it is the better he

A Chinese coxswain in the Commissariat Department was next called. He depored that he was standing on the Commissariat Pier when the pony was about to be hoisted out of the cargo boat, and he remarked to the people on board that they should use strong tackle, as the pony was a big one. Witness then described the hoisting process and the accident.

By the Court-Witness was of opinion that the rope was a good one, because the horse-box and pony were hoisted so high Robert James Glandinning, assistant to Mr. Kennedy, was also standing on the wharf when the pony was being landed. He told Mr. Hastings that the pony was quiet during the operation and did not jump at least, so for as

witness's recollection went. The animal might

have given a jump or two, for anything he could

Cross-examined by Mr. Pontifex as to "the jump or two," Glendinning said the pony did not seem to be excited or frightened, and was quiet when being hoisted.

Mr. Hastings-You don't remember him trying to get out of the box, or anything of that

Mr. Hustings -As far as you could see, he

was quiet but rather nervous? Witness-Yes. By the Court-Witness did not keep his attention fixed continuously on the horse-box as it was being hoisted; he was talking to some The box was on a level with the pier, and was on the point of being swung in

when the rope broke. The case was adjourned until to-morrow (Friday) afternoon at 2-15, for the examination of the witness who had gone to Canton. He is the man deputed by Fackara to engage the

POLICE COURT.

Wednesday, 7th August.

BEFORE MR. HAZELAND.

STRALING BARTH.

A Chinese was charged with unlawfully removing earth from Crown land, having no permission to do so from the Public Works Department. The deliquent got off with a

BEFORE MR. KEMP.

A MAD FIT.

Robert Mervin, who was up before the Court two munths ago on a charge of theft of \$310.

Complainant stated that on the morning of the pony on board, down to Causeway the 31st ult., defendant called at his shop while

A Chinese barber of No. 35, Wellington

Defendant stated that complainant had often day. As he wanted a dollar badly he sold them for that sum to the second witness. Accused was contenced to three weeks hard

OBSTRUCTING THE ROAD. Sergeant McHardy prosecuted a Chinese oil-dealer, of Connaught Boad West, with obstructing the road with his oil casks.

Mr. Grist appeared for the defence. Sergeant McHardy stated that an Indian constable brought a coolie in defendant's employ up to the station for obstructing the road. He was told to clear the obstruction, but failed to obey the order. The road at the place in question is about fifty feet wide, thirty feet of

which had been blocked by the casks. The coolie stated that he was engaged in removing oil casks from his master's godown to a boat and vice versa. An Indian constable took him in charge and brought him to the station. The interpreter told him he would give him just ten mindtes to get the casks out

of the read Mr. Grist, addressing the Court, maintained that to either load or unload a boat with oil casks it was necessary that they would be placed on the road. The work was done as quickly as possible, and consequently the casks being on the road could not be construed into an obstruc-Nobody was burt, and everything was done to clear the casks away without unnecessary

He would sak His Worship to dismiss the charge, as no case had been made out His Worship had just inflicted a \$10 fine when Sergeant McHardy informed him that defendant had been convicted on a like offence about two weeks ago and was then fined \$10. In consideration of the previous conviction

the fine was increased to \$25.

ILLICIT OPLUM. There were only four cases of possession of illicit opium, two of which, however, were of amounts agregating altogether 63 teels raw, 158 taels dross opium, scales, tins, etc.
One case was despatched with a \$500 fine or six months, the second with \$300 or three months and the last with \$100 or one month. and the third with 850 or two months hard

STONES AND BAD LANGUAGE Mrs. Rebaman an Arabian isdy charged Mrs. Joseph of No 1, Hollywood Road, firstly with pelting her with stones, and secondly with abusing her, her daughters, and even her ancestors back to the sixth generation. As Mrs. Rahaman, could not speak very good English, and very little Chinese, the Court

tried to obtain an Arabian interpreter but Complainant then related her trouble in broken English and all went well until Mr. Mounsey, who appeared for the defence rose to cross examine her, when she broke down and became almost hysterical. All questions had to repeated three or four times. At last she was told to stand down, and a witness for the prosecution was called, a Mr. Jacob, who only

knew Arabic and answered all questions with The court decided then to adjourn the case until Friday at noon, by which time the services of an Arabic ir terpreter will have been ob-

From Texas comes the story of 3. boy with X-ray eyes. He seems to have isurped the occupation of the water-diviner, for he can see water to any depth in the ground, and has located a large number of wells, each having anunfailing supply of water. Naturally his services

Swatow, 5th August, INTERNECINE CLAN FIGHTS. Certain events of last week have given ample testimony to what a large extent the Chinese sppreciate the value of shot and gun as a means of attack. The ways and means of obtaining the latter are varied, and therefore no elucidation is needed on the point. John Chinaman is well acquainted with the none too complicated mediums of procuring these articles, and I learn from various sources that the much coveted objects command quite fabrious prices at present. It only behaves the powers that he to be on the qui vive and keep a strict watch

over this nefarious trade. The above remarks may tend to explain somewhat the promptitude with which adverse clans engage, on the least provocation, and at times for purely imaginary reasons, in destructive strife. Shao An, where the late missionary troubles occurred, is for the nonce the arena of combat, in which, however, the native villagers alone are implicated. Strange, indeed, as it may appear to foreigners, the fact nevertheless exists that the cause of the present troubles is attributable solely and simply to the Fengshui. The exact state of affairs—it is well known that lack of accuracy is one of the Chinese foibles-is not precisely known, but from various reports to hand it is gathered that one of the villages in the Shao An district, inhabited by Shen people, enjoyed for quite a considerable time an immunity from all mishaps. But by force of circumstances the proverbial tide of luck, uncontrollable by mortals, turned in a very unfavourable direction, so that misfortunes of various natures have befallen the said village. The inhabitants laid the cause of all that happened at the door of the contiguous village, which they accused of having, through certain misdeeds, brought the Fengeliui over them. Whereupon these two villages began tighting, a state of affairs which has lasted intermittently for about ten days. As both sides are well armed and possess a good store of ammunition, hostilities may not cease for a long time. . CABUALTIES.

In the penultimate impromptu engagement one side had four killed and 15 wounded and the other only 12 wounded. Were it not for bad markmanship and utter lack of organisation a greater number of casualties would have to be recorded.

THE OFFICIAL ALARMED. Magistrate. Wu, of Shao An, owing to these occurrences, is greatly alarmed and feels quite unsafe. He sent an argent appeal to Cheongshew and requested the despatch of soldiers to quell the disturbance.

UNREST EVERYWHERE.

- As if by magio disquiet has arisen simultaneously all around Swatow. In the Shao An district, besides the incident already above described, there is also fighting between the villages of Lao and Wong, whereby 15 were killed and 32 wounded; also between the villages of Lui and Tso, with casualities of 52 killed and 105 wounded. Enmity also exists between the villages situated at Kit-Young, Po-Ning, and Choy-Yang and, last but not least, at Wong-Kung, in the Jaopine district, whereat fighting is being now carried on. Unless the provincial authorities intervene and pacify the rictous villagers, local trade may suffer a severe check-

NO MORE ICE. As reported in your columns, Messrs. Bradley & Co. erected here an ice manufactory which worked to overyone's satisfaction. Owing to the use of sait water, the main pipes corroded so badly that there will be no further supply of ice this season.

H. B. M. CONBUL. Mr. James Scott is transfored as Acting Consul-General to Canton. 1 sucressor here is Mr. W. Holland of Ichaug.

THE FRENCH GUNBOAT Dipère arrived here on Saturday, and will proceed to Namon, it is said for target practice (!), in a day or two.

THE WEATHER. During the last week of July the heat was unbearable, the thermometer registering as high as 94 in the shade. It was a great relief when a moderate breeze sprang up on Saturday last and became a veritable typhoon, as the force of the wind was about 10 of Beanfort's Scale. This outburst of had weather caused several small damages to Chinese houses and considerable damage to the shipping companies

### HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, at 4.15 pm. ORDERS OF THE DAY. 1. Letter from Government relative to the

submission of a scheme for housing the staff of Inspectors. 2. Reply from Government relative to the

Board's recommendation regarding the enforcement of the law bearing on the registration of 3. Mr. Ed. Osborne, pursuant to notice, will

For the production by the Medical Officer of Health or by the Secretary of a statement showing what recommendations the Board and its officers have made, during the past ten years, in respect to the following matters, and how far such recommendations have been carried

(1.) Additional markets. (2) Additional public latrines. (8) Additional public urinals.

(4.) The Medical Officer of Health, pursuant to notice will move That the Board beg to recommend that public latrine of forty seats be erected on that gite of Crown land which is situated on the west side of Gillies Avenue, Hung Hom, and to the south of Hung Hom Inland Lot 293.

G. A. WOODCOCK, Acting Secretary. AGENDA. 1. Correspondence relative to the cleansing of Chinese houses.

2. Correspondence from Messrs. Butterfield & Swire relative to Inspector Robertson's report on their letter dated June 10th 1901. 3. Approval of the Banitary Surveyor's application for seven weeks leave of absence. 4. Reports on the public water supplies for the month of July, 1901. 5. Lime-washing Return for the fortnight

ended 6th August, 1901.

#### HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the seventy-second report of the court of directors to the ordinary halfyearly general meeting of shareholders to be held at the City Hall, on Saturday at noon :-Gentlemen.-The directors have now to submit to you a general statement of the affairs of the Bank and balance-sheet for the half year ending 30th June, 1901.

The not profits for that period, including 81,410,272.65, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and, doubtful accounts, amount to

\$3,479,515.99. The directors recommend the transfer 8750,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$3,750,000.

After making this transfer and deducting remuneration to directors there remains for appropriation \$2,714,515.99, out of which the directors recommend the payment of a dividend of one pound and ten shillings sterling per share, which at 4/6 will absorb \$533,333.33.

The difference in exchange between 4/6, the rate at which the dividend is declared, and 1s. 11d. 7-16ths the rate of the day, amounts to

The balance \$1,485,715.99 to be carried to now profit and loss account.

DIRECTORS. The Honourable J. J. Keswick, the Honour- to fight. able R. M. Gray, and Mr. P. Sachse having these appointments require confirmation at husbands to surrender.

this meeting. The accounts have been audited by Mr. F. Henderson and Mr. C. S. Sharp, who offer

themselves for re-election. R. SHEWAN, Chairman. Hongkong, 1st August, 1901.

ABSTRACT OF ASSETS AND LIABILITIES. 30th June, 1901. ASSETS.

Coin lodged with the Hongkong Government against note circulation in excess of \$10,000,000 ..... Bullion in hand and in transit..... Indian Government rupes paper . ..... Consols, colonial and other securities Sterling reserve fund investments, viz. :--£250,000 2} per cent. con-

sols lodged with the Bank of England as a special London reserve. at 90 £225,000 ...... 1,900,000,00 £222,500 27 per cent. con-Bols, 2300,000 21 per cent national war loan

at 90 £470.250 £353,500 other sterling securities standing in the books at £339,750 ..... 3,397,500,00

10,000,000,00 75,426,204.11 Bills discounted, loans and credits ..... Bills receivable ..... Bank premises ..... LIADILITIES.

Storling reserve fund ......

Silver reserve fund ..... Marino insurance account ...... Notes in circulation :-Authorised issue against securities deposited with the Crown agents \$ 0. for the colonies......10,000,000.00 Additional issue authorised by Hongkong Ordinance No. 19 of 1900, against coin lodged

10,000,000.00

with the Hongkong Government ..... 2,561,679.38 Gold, £2,393,551 15s, 4d,=24,478,700.35 Fixed deposits: 36,451,538.32

Gold, £3,467,783 2s. 8d.=35,498,411.20 Bills payable (including drafts on London bankers and short sight drawings on London office against hills receivsble and bullion shipments) ..... Profit and loss account..... Liability on bills of exchange re-dis-

counted, 24,801,676 16s. 7d. of which up to this date £3,235,520 have run off. \$221,951,896.45

GENERAL PROFIT AND LOSS ACCOUNT. 30th June, 1901. To amounts written off :- Remuneration 15,000.00 To dividend account :- £1 10s. per share on 80,000 shares=£120,600 at 4s. 6d... 533,333.83 To dividend adjustment account: -- Difference in exchange between 4s. Gd., the

rate at which the dividend is declared. and ls. 11d. 7-16ths, the current rate To transfer to silver reserve fund ........ To balance forward to next half-year ... 1,485,715.99 \$3,479,515.99

By balance of undivided profits, 31st December, 1900 1,410,272.65 By amount of net profits for the six months ending 30th June, 1901, after making provision for bad and doubtful debts, deducting all expenses and interest

paid and due . ..... 2.069,213.34 3,479,515,99 83,479,515,99

STERLING RESERVE FUND.

By balance Sist December, 1900 ..... 10.000,000.00 (invested in sterling securities.) SILVER RESERVE FUND.

By balance 31st December, 1900 3,000,000,00 By transfer from profit and loss account 750,000.00 \$3,750,000.00

ROYAL HONGKONG GOLF CAPTAIN'S CUP AND SILVER MEDAL FOR

The following cards were handed in. CAPTAIN'S CUP. Mr. I. H. T. McMartrie

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Capt. C. C. Renton Mr. V. A. C. Hawkins Capt. Blackburne, R.N. Dr. Drew, R.N. Mr. C. H. P. Hay 17 entries. Mr. I. H. T. McMurtrie

13 entries.

Mr. T. S. Forrest.

Capt. Blackburne, R.N.

LATE TELEGRAMS. NEWS VIA AUSTRALIA.

THE WAR IN SOUTH AFRICA.

THE CAPTURED BOER DOCUMENTS. A blue-book has been issued containing documents captured from the Boers. They include an address issued by General Botha of March 15, telling the burghers he had informed

London, 10th July.

Lord Kitchoner that they were fighting for, and would never surrender, their independence. In the address General Boths complained of the incomplete restoration of independence in 1881. Documents also show that General Botha, October, to prevent the burghers surrendering, threatened to confiscate their property and burn their houses. It is further shown that in November the lie was propagated that France was ready to land troops to aid the Boers, and that Canada and Australia were withdrawing their forces. The blue-book also shows that Lord Kitchener, on May 10, replied to General Botha's request to facilitate the despatch of his onvoys, and that Mr. Krager declared he would recognise only officers in the field,

THE TRANSVAAL. Major-General Sir Bindon Blood's three columns marched from Middelburg to Springs. The Boers slipped between the columns. The men in the field have gradually been reduced to an irreconcilable nucleus, which is likely to be more troublesome than thousands of men ready

Mr. Bennett Burleigh, correspondent of the resigned their seats on leaving the colony, the London Daily Telegraph, states that the Eastern Honourable J. J. Bell-Irving, Mr. H. E. Transvaul is so bare that the Boers must sur-Tomkins, and Mr. H. Schübart have been render or go elsewhere. The women are tired invited to fill the wacancies, respectively; all of the war, he adds, and are urging their

London, 12th July. TREATMENT OF FOREIGN CAPITALISTS. The Marquis of Lansdowne, Foreign Secretary, stated in the House of Lords that Great Britain proposed to differentiate between bonafide investors in the Netherlands Railway Company before the war and those who invested later. Foreign Governments had communicated with Great Britain upon the subject.

BRITISH LIABILITY FOR TRANSVAAL DERTS. Raplying to questions in the House of Commons last night, with reference to the c. inquiries made by General Botha of Lord Kitchener, Mr. Chamberlain stated that Great Britain declined to accept any liability with regard to debts contracted by the Transvaal since the commencement of the war, but had no intention of repudiating any state loans that had been issued proviously, so far as they could be provided for from the funds of the Transvani.

THE PEACE NEGOTIATIONS. Mr. Brodrick, Secretary of State for War. replying to a question in the House of Commons last night, stated that the despatches received from Lord Kitchener contained no suggestionus to the question of the granting of independence to the late Boer Republics being the point on which the recent negotiations with General Botha failed.

Adelaide, 13th July. A FINISH AT ALL COSTS. The British Minister for War has emphatically declared, in the House, the unflinching determination of the Government to carry the Boer war to a definite conclusion at all hazards, and that in carrying out this settled resolve. the Government will not hesitate to make any demand upon the country, in the firm belief that the deep-seated patriotism of the British race will endorse all such demands, despite the outery recently raised by a small section of the

community. COUNTRY'S STRONG SUPPORT. Enormous and enthusiastic meetings have been held throughout London supporting the expressed determination of the Government. In connection with these meetings several hundred stockbrokers paraded the streets of London singing national songs and indulging in other demonstrations of loyalty.

Adelaide, 15th July. PROMISCUOUS PIGHTING. Details continue to come constantly to hand of further promiscuous fighting between Boer and Briton in various parts of South Africa, many of the encounters being of an exceeding bitter and sanguinary character.

DUTCH VOLUNTEERS WITH THE BOKES. Boths has informed Kruger that there are now over seven thousand Dutch volunteers fighting with the Boers, and that numerous recruits are daily joining the different Boer commandoes. Adelaide, 16th July.

THE USE OF MOUNTED MEN. In a recent despatch Lord Kitchener suggests to the War Office that all the foot soldiers operating in South Africa be withdrawn and their places filled by mounted men, as in the fighting now taking place foot soldiers are practically of little use for other than garrison

STEYN BOOTLESS AS WELL AS COATLESS. In recent operations the British columns have succeeded in capturing several Boers of more than average importance, and both De Wet and Steyn very narrowly escaped. The former was wounded, and ex President Steyn had to take flight so suddenly that he left be

hind him both coat and boots and sundry private personal effects. Adelaide, 17th July.

IS THIS TRUE? Mr. Kruger is openly advocating the shooting

in cold blood of wounded British prisoners in revenge for the alleged barbarons treatment by British soldiers of Boer women and children, and the execution of so-called Boer rebels, regarded by the Boers as martyred patriots.

GENERAL NEWS.

THE "TIMES" ON THE LIBERAL LEADER-London, 10th July.

The Times says opinion in the lobbies is that the result of yesterday's meeting is a distinct strengthening of the position of Mr. Asquith. For the semblance of unity a sacrifice is made to ensure the indispensable co-operation of the Liberal Imperialists. That, the journal says, is regarded as being equivalent to a confession that in the event of Sir Henry Campbell-Bannerman retiring from the leadership of the

Liberal party, Mr. Asquith will be his successor.

WONDERFUL TELEGRAPHIC DEVELOPMENT.

London, 10th July. Americans have utilised wireless telegraphy for the transmission of pictures. CRICKET ITEMS.

London, 11th July ... It is announced that Mr. A. C. Maclaren, who is organising a team of English cricketers to visit Australia, has engaged C. B. Fry. R. E. Foster, and Tyldesley.

In the match Lancashire v. Somerset, J. Phillips no balled Mold (Lancashire) 18 times in 10 overs. He was "called" five times in the second over. WORLD'S SCULLING CHAMPIONSHIP.

London, 11th July. J. Gandaur (Canada) and G. Towns (New South Wales) have signed articles to row for the scalling championship of the world on 85 101 September 8, at Bat Portage, Canada, for

THE AMERICA CUP. London, 11th July. The final tests on the Clyde proved that Sir Thomas Lipton's yacht, Shantrook II which will compete for the America Cup, is unmistak-

ably faster than Shamrock I. London, 12th July. Over a course 15 miles to windward and returning, Columbia, one of the competitors for the defence of the America Cup, led throughout, winning by three minutes. Of the other two competitors, Constitution was second and the Independence was close behind. The

wind was 8 knots. AUSTRALIAN DEFENCE. London, 12th July. In an article dealing with the Federal Defence Bill the Paris Temps describes what it terms the conscription proposal of Australia as a revolution, and adds that the Times commends to the motherland the initiative of the democratic colonies which have the honour of commencing the "militarisation" of the Anglo-

RUSSIA AND BULGARIA. Loudon, 11th July. It is reported that the Russian Imperial Bank, and other accounts state that the Russian Government, is advancing to Bulgaria 8,000,000fr. to avert her insolvency. Russia will influence French capitalists to lend 80,000,000 fr. to Bulgaria. It is expected that Bulgaria will lease to Russia Burgas and Varua, and that Prince Ferdinand, on becoming King, will marry Princess Kenie, of Montenegro. Austria is seriously disquieted at her declining influence in the Balkans. The Neue Freie Presse says that Bulgaria has sold her

independence. PARLIAMENT AND COLONIAL REPRESENTA-TION-OFFICIAL DENIAL.

London, 12th July. The statement recently published by the London Daily Telegraph, to the effect that it was intended to associate with the bill defining the King's title a measure providing for the representation of the colonies in the Imperial Parliament by allotting to them 30 seats, to which extent the electoral divisions of Ireland, now over represented, were to be reduced, has been absolutely contradicted in official circles. Mr. H. Copeland, the Agent-General for New South Wales, when interviewed upon the subject, said that the colonies were not eager for, and had never favoured, representation in the Imperial Parliament.

CHANGES IN THE BRITISH ARMY. Adelaide, 15th July. Lord Roberts is inaugurating some very important changes in the British Army consequent upon his experiences in South Africa Among other things he is abolishing the sword, lance, and beyonet exercises, and also all merely ceremonial drills, the time hitherto spont in these superannuated evolutions being now devoted to perfecting the men in a thorough knowledge of the use of the rifle, and in other respects preparing them for the exigencies of practical modern warfare, one of the main features of which is the inculcation of more individuality and self-reliance.

ROYAL FAREWELL TO ADELAIDE. Adelaide, 15th July. The entire population of Adelaide has just been witnessing the Royal visitors' farewell drive through the streets of the city prior to their embarkation for Freemantle. The whole of the festivities in connection with the Royal visit have passed off without a single hitch In the course of a speech delivered on Saturday the Duke said the Duchess and himself had been greatly touched by the gennine heartiness of the welcome everywhere accorded them.

DEFENORS OF THURSDAY ISLAND. General French, on being interviewed at Brisbane respecting the result of his recent inspection of the Thursday Island defences. states that he was greatly pleased with the way in which the forts have been constructed and the guns mounted and kept. 'The approach on two sides of the island is very difficult, and the artificial defences are greatly assisted by this fact, and also by the irregular and violent tide currents, all which go to render the place almost impregnable.

KING'S LIBELLER LOSES HIS SEAT IN VICTORIA Findley, the member who was recently expelled from the Victorian State Parliament for grossly lib lling King Edward VII, was defeated yesterday on scelting re-election, his opponent. Dugan, being returned by a very large majority.

#### MEDITERRANEAN FLEET.

The Daily Chronicle has the following apparently inspired article on the Mediterranean fleet, in which it announces "the doom of the battleship." Our London contemporary

Recently the Mediterranean Fleet has had some manuavres. The result of these has so far been kept secret; but it was, we have reason to believe, on these results that both Admiral Sir John Fisher and Lord Charles Beresford sent NAVIGAZIONE GENERALE ITALIANA in their famous reports These are well known to France and Russia, if not word for word, at any rate in substance. Their concealment from the British public serves no end save the prevention of complications such as a national demand for naval efficiency might cause. The toy of the moment is the Army and Army Reform; it is not desired to spoil that toy by providing

There have been two sets of manouvres in the Mediterranean Fleet. The first of these dealt with ships. Admiral Fisher in the Renown, the flagship that he took to the Mediterranean with him, commanded one division Lord Charles Beresford the other. Victory went to Lord Charles: Admiral Fisher's fleet being caught in hopeless muddle and confusion.

The second series of operations dealt with destroyers against the battleships. With every thing against them, these destroyers found the fleet at sea, and "sank" every ship. Even the ships themselves only attempted to argue in the case of four ships out of fourteen.

The gist of the suppressed reports was that for a sea like the Mediterranean battleships have little chance, that our power there can be held only by destroyers. Both Admirals have demanded destroyers as the only arm by which our command of the Mediterranean can possibly be held in war time.

No single destroyer has been sent, nor is there, so far, the slightest indication of an intention to send any. If France and Russia were ignorant of these things suppression might be justified, but they are not ignorant. No one is ignorant save the public.

Why have destroyers not been sent? reason is that in the official eye the conclusions downs of the Hongkong and Kowloon Wharf of the men on the spot are not believed. The revolution is too great-too repugnant to the old-school of ideas. It is the old, old story of " namounted men preferred."

As usual, the cure is worse than the disease, says a contemporary. To exterminate mosquitoes all sources of water supply are to be Hooded with kerosena. The Florida system is better. It is to secrete yourself under a large iron kettle, and with a hammer clinch the bills of the mosquitoes as they are thrust through

EVERYBODY

WHO

KNOWS

ANYTHING

SAYS

THAT

WHISKY

CLUB

BEST.

\$12 PER DOZ.

H. PRICE & CO.

Hongkong, 1st July, 1901.

#### PIANO TUNING.

F you VALUE your PIANO at all, you should have it TUNED REGULARLY by

by EXPERIENCED CONTRACT, and

and TRAINED MEN ONLY, who are

employed by us.

ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901

FOR SALE

N OLD LIGHTER fit for breaking up, built of Oak and Fir and generally signees of Cargo are hereby informed that Iron Fastened. Copper Sheathed. Can be seen on application at Kowloon Naval Yard.

Apply, by Letter-COMMANDER. Naval Yard.

Hongkong, 3rd August, 1901.

BOARD.

WNERS of HOUSES situated in the Western Division of the City of Victoria and in the Eastern Division of Kowlcon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 3 st day of August, 1901, and the Sanitary Board being convinced of the necessity of CLEANLINESS in its efforts to STAMP OUT PLAGUE is determined to RIGOROUSLY PROSECUTE

any Owner in default after the above-named The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road, and includes Hung Hom and part of Taim Sha | THE Company's Steamship

By Order, G. A. WOODCOCK. Acting Secretary.

Sanitary Board Office. 1st August, 1901.

NOTICES TO CONSIGNEES

(FLORIO & RUBATTINO UNITED COMPANIES).

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPOLE. THE Steamship

"BURMIDA" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to undersigned. be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised ..

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent. Bills of Lading will be countersigned by

CARLOWITZ & CO. Agents. Hongkong, 6th August, 1901.

OCEAN STEAMSHIP COMPANY. CONSIGNEES per Company's Steamer "TANTALUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Goand Godown Company, Ld.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 13th instant. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd August, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MASSILIA," FROM LONDON, PORT SAID, SUEZ COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo :-From London, &c., ex s.s. Victoria. Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY, 2nd inst. Goods not cleared by the 8th inst., at

4 P.M., will be subject to rent, No Fire Insurance will be effected by me in my case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised. H. A. RITCHIE.

Superintendent. Hongkong, 2nd August, 1901.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLE BRO', ANTWERP AND THE STEATTS. HE Steamship

"GLENTURRET' having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as

the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY. Goods not cleared by the 11th instant,

will be subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

Hongkong, 5th August, 1901. THE CHINA MUTUAL STEAM NAVIGA-

McGREGOR BROS. & GOW.

TION COMPANY, LIMITED. NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. TIME Company's Steamship

" YANGTSZE." having arrived from the above ports, Contheir Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be

obtained as zoon as the Goods are landed. Goods not cleared by the 12th inst., at 2 p.m., will be subject to rent. No Fire Insurance will be effected by us in

any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before to-day, 5th inst. JARDINE, MATHESON & CO.,

Hongkong, 5th, August, 1901.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

"PRINZESS IRENE," OF THE NOEDDHUTSCHER LLOYD. To above named steamer having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown

Co., Limited, Kowloon, whence delivery may be Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO DAY, 5th inst. No Chims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 12th August, will be anbiect to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 13th August, and THURSDAY, the 15th August, at 9.30 A.M.

All claims must reach us before the 17th August, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by the

NORDDEUTSCHER LLOYD. MELCHERS & . O., Hongkong, 5th August, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

SIBIRIA, Captain Porzelins, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to

take immediate delivery of their Goods from alongaide. Optional Cargo will be forwarded unless notice to the contrary be given before NOON,

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 P.M. -No Fire Insurance has been effected.

HAMBURG AMERIKA LINIE. Hongkong Office.

Hongkong, 5th August, 1901.

Current Rates

Apply with testimonials to-Care of Daily Press Office. Hongkong, 8th August, 1901. WANTED.

N EXPERIENCED LADY MANA-A GER for CHAIGIEBURN HOTEL. Apply by letter, stating experience and enclosing copies of testimonials, &c., to THE MANAGER, Craigieburn Hotel,

Hongkong, 8th August, 1901. HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per ent, or \$1.50 per Share, declared at the Ordinary Half-Year Meeting of Shareholders, held this day, will be payable at the Hongkons AND SHANGHAI BANKING CORPORATION OR and after WEDNESDAY, the 7th August, VALUABLE LEASEHOLD

Office of the Company for Warrants. By Order of the Board of Directors. T. ARNOLD. Secretary.

Hongkong 8th August, 1991. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SHANGHAI AND KOBE. THE Steamship

"EASTERN." Captain Ellis, will be despatched for the above ports TO-MORROW, the 9th inst., at

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provigions, Tee, &c., throughout the voyage. Thor Steamer is installed throughout with the Electric Light

A Stewardess and a doly qualified Surgeon are carried. For Passage, apply to GIBB, LIVINGSTON & CO. Agents.

Hongkong. 8th August, 1901. FOR CHINGKIANG, SHANGHAI, CHEFOO AND NEWCHWANG.

#### THE Steamship

" " QUARTA, Captain Johannson, will be despatched for the above ports TO-MORROW, the 9th inst., at NOON, instead of as previously notified. For Preight, apply to

SIEMSSEN & CO.

Hongkong, 6th August, 1901, INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain We'gall, will be despatched as above TO MORROW, the 9th inst., at Noon. This Steamer lass superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor, "For Freight or Passage, apply to

JARDINE, MATHESON A COM General Managers, 19 Hongkong, 8th August, 1901. PHIEDBAKA BHOSEN KAISHA, EIMITED.

FOR ANPING (VIA SWATOW AND THE Company's Steamship

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 21st

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 8th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGA TION COMPANY.

> NOTICE TO CONSIGNEES. FROM SHANGHAI.

THE Steamship

" MELPOMENE" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns; and all claims must be sent in to the office of the undersigned before Noon on the 14th of August, or they will not be recognised.

The vessel having encountered a severe typhoon, damages wrising therefrom are referred to the underwriters who please note that Protest will be extended.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th of August, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO.,

Hongkong, 8th August, 1901.

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING! WASHING!

GENTLEMEN'S (Ordinary), at a fixed price of \$8 per month per head, or as per tariff. LADIES' and FAMILY, as por tariff. All Articles Disinfected.

Shirts, Collars and Cuffs Glossed Machinery. Californian Washermen employed. No coolies sleep on promises. -

DEPOT: 5, ICE HOUSE STREET. F. G. ALLEN, Manager. Hongkong, 7th August, 1901.

#### OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORT-LAND and PUGET SOUND, are always pre-LOWEST RATES. SIEMSSEN & CO. Hongkong, 14th February, 1901.

AUCTIONS

PUBLIC AUCTION. / WHE Undersigned has received instructions to Sell by Public Auction.

the 8th August, 1901, at 2.30 P.M., at his -Sales Rooms, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

TO-DAY (THURSDAY),

SUNDRY ELECTRO-WARE, (Full Particulars from Catalogue). On View from Wednesday, the 7th inst.

TERMS .-- Cash on delivery. GEO. P. LAMMERT, Auctioneet. Hongkong, 5th August, 1901. [1977

PUBLIC AUCTION.

TESSES. HUGHES & HOUGH have received instructions from the Vendors to Sell by Public Auction in SIX LOTS,

PROPERTY. Shareholders are requested to apply to the | Situate at Yaamatee in the Dependency of THE LITTLE MAN WITH A BIG Kowloon and Colony of Hongkong registered in the Land Office respectively as Kowloon Inland Lots Nos. 230, 281, 282, 283, 284 and

> MONDAY, the 12th day of August, 1991, at 3 P.M., on the Premises The following is a description of the Pro-

Lot 1. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 240 together with the Messuage or Tenement thereon known as No. 11. Reclamation Street, Yaumatee. Area 750 square

feet. Annual Crown Rent - 810. Lot 2. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 281 together with the Messuage or Tenement thereon known as No. 13, Reclamation Street, Yaumatee., Aren 750 square feet. Annual Crown Rent \$10.

Lot 3. All that Piece or Parcel of Ground situate lying and being at Yaumatee aforesaidregistered in the Land Office as Kowloon Inland Lot No. 282 together with the Mes-Suage of Tenement thereon known as No. 15, Reclamation . Street. Yaumatee. Area 750 square feet. Annual Crown Rent \$10. Lot 4. All that Piece or Percel of Ground

situate lying and being at Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 283 together with the Messuage or Tenement thereon knewn as No. 17, Reclamation Street, Yaumatee. Area 750 square feet. Annual Crown Rent SIG -Lot 5. All that Picce or Parcel of Ground

situate lying and being a: Yaumatee aforesaid registered in the Land Office as Kowloon Inland Lot No. 284 together with the Messuage or Tenement thereon known as No. 19, Reclamation Street. Yaumater Area 750 square feet. Annual Crown Rent SIC

situate lying and being at Yaumatee aforesaid this Corporation will be held at the City registered in the Land Office as Kowloon Inland | Hall, Hongkong, on SATURDAY, the 17th Lot No. 285 together with the Messunge or day of August, at Noon, for the purpose Tenement therean known as No. 21, Reclamation Street, Yangatee. Area 750 square feet. Directors together with a Statement of Accounts' Annual Crawn Rent 810.

All the Sire 6 Lots are held from the Crown By Order of the Court of Directors. for the term of 75 years. . For facther Particulars and Conditions of Sale, upply to

JOHNSON, STOKES & MASTER, Solicitors for the Vendors, or to

HUGHES & HOUGH. · Auctioneers. Hongkong, 20th July, 1901.

PUBLIC AUCTION. THE Undersigned has received instructions to sell by Public Auction,

TUESDAY. the 13th August, 1901, at 2.30 P.M., at No. 5, CAINE ROAD (The Residence of

Captain MESSER), THE WHOLK OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising :-TEAK SIDEBOARD, DINING TABLE CHAIRS. GLASS and CROCKERY WARE, CURTAINS, CARPETS, RUGS,

BRASS-MOUNTED DOUBLE BED-STEAD. WARDROBE with MIRROR. BUREAU, WASHSTAND, TOILET

CROCKERY, &c., &c. TAPESTRY-COVERED EAS CHAIRS, RATTAN CHAIRS, CHROMOS, ORNAMENTS. MARBLE CLOCK, WRIT-

ING DESK, &c., &c., TWO BICYCLES in good condition,

A COTTAGE PIANO by Collard and Collard. On view from Monday, the 12th August. Catalogues will be issued. TERMS: Cush on delivery.

GEO. P. LAMMERT, Auctioneers. Hongkong, 6th August, 1901.

PUBLIC AUCTION. THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED.

TUESDAY, the 13th August. at 3 P.M., alongside Douglas S.S. Co's Wharf, ONE STEAM LAUNCH. Length, 47 feet; Beam, 8 feet; Depth, 5 feet | them. 6 inches; Cylinders, 5 inches by 75 inches. Built in 1895. HULL, ENGINES and BOILER thoroughly overhauled in November, 1900; and

Condensing. TERMS :- As usual. HUGHES & HOUGH, Auctioneers.

all Copper on her Bottom renewed-Non-

Hongkong, 7th August, 1901. C. E. WARREN, BUILDING CONTRACTOR,

No. 25, ABERDEEN STREET. SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, pared to book orders for any specifications at WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC [50 TILES. Prices on Application.

ENTERTAINMENT

CITY HALL.

TO-NIGHT! LAST FEW NIGHTS.

AUSTRALIAN VAUDEVILLE

COMPANY. TO-NIGHT

EVERY EVENING. Complete Change of Programme. The Best and Brightest Entertainment ever brought to the East.

Professor, W. A. DAVIS, The POPULAR ILLUSIONIST, will show how modern Chosts are raised. most Bewildering Spectacle. OUR CHARMING SOPRANO. Miss BEATRICE WARD. Miss PRISCILLA VERNE.

AUSTRALIA'S FAVOURITE COMED-IENNE AND CHARACTER ARTISTE. VOICE.

Mr. SAM ROWLEY. Miss ANNIE MOORE. OUR LITTLE CYCLONE. THE DAINTY SERIO AND DANCER, Miss VIRGIE ROSSER. Mr. W. H. HORLEY, THE CHAMPION SOUTH AFRICAN

LEAPER. Miss JESSIE FORDE, Miss RUBY MOORE, Mr. W. F. CULLEN. the SISTERS LINWOOD.

Soldiers and Sailors in Uniform Half-Price . to Back Seats only. Mr. J. FRANK FINLAY ..... Business Manager Mr. W. H. BROWN ... Representativo. Hongkong, 8th August, 1991.

PUBLIC COMPANIES TEBRAU PLANTING COMPANY

LIMITED. TOTICE IS HEREBY GIVEN that in accordance with Article IX paragraph 3,

of the Articles of Association of the Company. the following shares have been forfeited :-10801-11000 11286 - 1133511536 - 11585

11756 - 1188514386 - 14485JOHN D. HUMPHREYS & SON. General Managers. Hongkong, 6th August, 1901.

HONGKONG AND SHANGHAI BANK. ING CORPORATION.

NIOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY Lot 6. All that Pitte or Parcel of Ground MEETING of the SHAREHOLDERS in of receiving the Report of the Court of to 30th June, 1991.

T. JACKSON, Chief Manager. Hongkong, 31st July, 1991.

HONGKONG AND SHANGHAI BANK-ING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATUR-DAY, the 3rd, to the 17th day of August (both days inclusive), during which period no Transfer of Shares can be Registered. By Order of the Court of Directors.

Chief Manager. Hongkong, 31st July, 1901.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company. Queen's Buildings, Connaught Road, on MONDAY, the 19th August, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th-June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 19th August both days inclusive. By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hongkong, 26th July, 1901.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED (IN LIQUIDATION).

N EXTRAORDINARY GENERAL MEETING of the PREFERENCE SHAREHOLDERS of the shove-named Company will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, on FUESDAY, the 20th of August, at 12.15 O'CLOCK . P.M., when the subjoined resolution, on the 20th of July, 1901, will be submitted as in REPAIRING of SHIPS. for confirmation as a Special Resolution, viz: That in lieu of making a Call, the Preference Shareholders do 'accept the proposal of the Liquidator to divide the available assets among

The Liquidator, M. BENNECKE. Hongkong, 5th August, 1901.

# CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE. Absolutely Smokeless and Water-resisting [2000 THE BEST NITRO-POWDER IN THE WORLD PRICE OF 12-BORE CARTRIDGES: Loaded with With Powder.

Powder only. and 1 oz of Shot. Primrose Cases ...\$5.65 97.40 Pegamoid Cases ... 6.25. Ejector Brass Casas. 6:50 5 per cent. discount on orders of 1,000 and over. WM. SCHMIDT & CO.,

Gunmakers. Hongkonz. Hongkong, 27th July, 1897.

INSURANCES

SIEMSSEN & CO.,

Agents.

TRANSATLANTIC FIRE INSUR-ANCE COMPANY OF HAMBURG The Undersigned, having been appointed AGENTS for the above Company, are pre-pared to ACCEPT RISKS against FIRE at

Hongkong, 16th November, 1872. TORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732,681.

SUBSCRIBED CAPITAL ... 2,750,000 0 0 687,500 0 0 PAID-UP CAPITAL ...... II. FIRE FUNDS...... 2,833,716 14 The Undersigned, having been appointed

AUTHORISED CAPITAL :: £3,000,000 0

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 3rd July, 1901. DHENIX FIRE OFFICE The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIK & CO., Agents for the Phonix Fire Office, Hongkong, 17th August, 1887.

THE WESTERN ASSURANCE COM PANY OF TORONTO, CANADA, INCOMPORATED 1851. CAPITAL £410,000. THE Undersigned, having been repointed AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE at Current Rates. WM. MEYERINK & CO., Agenta. Hongkong, 18th May, 1900. YORTH GERMAN FIRE INSUR-

ANCE COMPANY OF HAMBURG The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates. SIEMSSEN & CO.

Hongkong, 29th May, 1895. AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BRÖCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. "L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838.)

HE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates. P. LEMAIRE & CO.

Hongkong, 7th February, 1901. CUN INSURANCE OFFICE, LONDON FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & CO. Agents. Hongkong, 16th May, 1892.

SALAMANDER FIRE INSURANCE COMPANY. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FISKS against FIRE

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AND ENGINE WORKS. NAGASAKI. CODE WORD: "DOCK." NAGASAKI. A.1, A.B.C., Scotts' and Engineering Codes

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> E. W. RUTTER, Manager. Hongkong, 1st January, 1901 THE CHARTERED BANK OF INDIA,

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T. JACKSON,

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General Managers. Hongkong, 1st February, 1901.

BANKS

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TARO HODSUMI, Manager. Hongkong, 17th April, 1901. THE BANK OF CHINA & JAPAN. LIMITED.

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The Bank buys, sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places. J. W. R. TAYLOR, Manager. Hongkong, 1st June, 1901. THE NATIONAL BANK OF CHINA

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Taipel, 5th October, 1990.

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Hongkong, 8th November, 1900.

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EFERRING to the above, Mr. HAROED CHATTERTON WILCOX has been admitted a PARTNER in our Firm from this

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Y ODOWN, No. 5a, DUDDELL STREET

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ROAD. Apply to-S. A. RAMJAHN, Care of Thomas's Grill Room.

Hongkong, 1st August, 1901. BOARD AND RESIDENCE. GILLANDERS

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BOARD AND RESIDENCE. MOMFORTAPLY FURNISHED ROOMS, with Board

Apply to Mrs. MATHER. 2, Pedder's Hill. Hongkong, 1st January, 1892.

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Care of Daily Press Office. Hongkong, 5th August, 1901.

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as COMPRADORE from next China New Year. Full particulars can be obtained on application to the undersigned.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager. Hongkong, 31st July, 1901.

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NORDDEUTSCHER LLOYD Hongkong, 29th June, 1901.

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BY AN OLD FOREY.

AMERICAN ATHLETES.

SPORT AND ANECDOTE.

Several of the American athletes who intend to compete in the English Athletic Championships at Hudderfield were seen out last Saturday at the meeting of the London Athletic Club. when they accomplished several remarkable performances. A. F. Duffy, the Georgetown University sprinter, was amongst the competitors in a 100 yards handicap race, which he won in brilliant style, despite a hard cross-wind from C. H. Jupp, the old Haileybury boy, who is now, I believe, at Surbiton, and is one of the genuine amateurs who now adorn the racing path. Although Duffy has only very recently reached this country, he ran in great style from the scratch mark, and in his final heat he beat even time for the journey by one-touth of a second. To put this in a way which non-runners can understand, I may say that he ran one yard faster than ten yards a second. No Englishman in this country has ever beaten ten seconds, and it is expected that he will accomplish 9 4-5 seconds at Huddersfield: This time has been done in American by J. Owen, junior, of Detroit, and also by Barney Wefers, when he ran against Charles Bradley, of Huddersfield, at New York, on September 21st, 1895, and on that occasion, according to my reckoning, Bradley himself must have sur passed even time. Moreover, 9 4-5 seconds has been accomplished both in Sydney, New South Wales, by T. Macpherson, of Auckland, and by J. H. Hempton, at Canterbury, New Zealand, I am inclined to think that the atmosphere of the British Isles is so heavy that it prevents Englishmen from accomplishing such extraordinary time, and if 9 4-5 seconds is recorded at Huddersfield I shall personally be much astonished, especially as the sprint is sure to be run on grass and not on cinders. The difference between a turf track and the very smooth einder path at Stamford Bridge must be obvious to everyone. All the same there is no doubt that A. F. Duffy is a wonderful little runner. He is very broad-shouldered and strong, keeps his feet close to the ground, like Hutchins, and swings his arms more like a tenmiler than a 100 yards dasher. His form at Stamford Bridge last Saturday was a confirmation of his running at the Championship. last summer, for in his heat he then beat C. H. Jupp into third place in 10 1-5 seconds, while in the final he knocked off the fraction. Few men jump into their running so quickly as Duffy, and there is no doubt that the East Boston mun generally wins his race at the half distance, and having once obtained the advantage he never relinquishes it. We certainly have nobody in England at the present time of the class of Charles Bradley and Alfred Downer. If we had they would extend the Yankee, but I should only believe that he could be beaten when I saw it done.

extraordinary young man had forsaken athletics for the more serious duties of life. This was evidently a Yankee yarn. The Pennsylvanian won a 120 yards hurdle handicap over ten flights in the remarkable time of 15 3-5 secs., despite the wind which was very largely against him. Last year at the championship he accomplished 15 2-5 secs., but as he had a strong breeze behind him this was not passed as record by the Amateur Athletic Association. Therefore his feat of last Saturday should go on the books as a British record. The merit of this can soon be made apparent, for 17 sees. is the standard time in a championship race. The first man to run the distance and jump the hurdles in 16 secs. at the championship meeting. was Charles F. Daft, a nephew of the great DY a thorough English-speaking, West- cricketer, and now-a-days a well-known commercial traveller for one of the very largest houses in the lace trade. I well remember the championship meeting in 1895, when Godfrey Shaw, of the Loudon Athletic Club, did 15 4-5 sees. It was a very still hot July day, and when the spectators new the new time written up on the board by old Nat Perry how they did cheer! We had all begun to look upon 16 sees, for this kind of race as the limit of human powers in our climate, but twice now has Kraenzlein shown us that this is not the case. As he was timed on Saturday by Dr. Turner, of the N.C.U., and by S. I [1965 | Holman, of the London Athletic Club, I see no reason why 15 3-5 should not supersede the 13 4-5 of Shaw as a British record. Kraenzlein has a wonderful way of simply walking over every hurdle by shooting his right leg with his left leg tucked up until nearly reaching the ground again. His style is peculiar, but there [1910] is no mistaking the way he glides over each flight. On the same afternoon this athlete also took the long jump of 23 ft. 3 in., and it may be added that he is a very fine sprinter, and capable of doing about even time. Of course this is by N experienced man of business to act no means the best long jump that Kraenzlein has done, as he has cleared 24 ft. 41 in., which is over a foot further.

A WONDERFUL ALL-ROUNDER.

At the same London Athletic Club meeting

oppearance, for since his return from England

last year it had been reported that this

Alvin C. Kraenzlein made a welcome re. It is perhaps a bold thing to say, but I believe

KRAENZLEIN, THE WONDER. There is not much doubt that this cariouslynamed and curious-looking young man from Milwaukee is the finest all-round athlete the world has ever seen. For instance, when he was at Pennsylvania University in 1897, he won the 100 yards, 120 yards hurdle, 220 yards hardle, and wide jump at one meeting. Some extent of his powers may be gained from the following facts: He has run 120 yards hurdles (ten flights) in 15 1-5 secs., 220 yards low hurdles (ten flights) in 23 3-5 sees., the 300 yards low hurdles (indoor game, ten flights), 36 3-5 secs., 50 yards high hurdle (indoors, four flights), 6 secs., 120 yards hurdle on turf (ten flights), 153-5 secs., wide jump, 24 ft. 44 in., running high jump, 6ft. 1 in., and 100 yards flat race, 10 sees. It is exceedingly doubtful if any one athlete could ever equal these performances. When I

first heard the reports of his prowess from America, I accepted them with "a pinch of salt," but what he did here and in Paris last summer completely convinced me that for once in a way the Americans had not exaggerated his capabilities. At the London Athletic Club Meeting, C. W. Coe, an American young gentleman, who had joined the London Athletic Club, and is about to study at Cambridge University, Put the Weight 45 ft. 1-in., which, in the absence of Horgan, ought to be good enough to win the English Championship. And yet another American victory has to be chronicled, for did not J. K. Baxter, in the high jump, clear 6 ft, 2 in.? If any Irishman can beat this I shall be astonished. Baxtor advances sideways at his jump, not very fast, and when in the air turns completely round, so that be comes down with his face towards the place he started ffrom. These Americans are truly wonderful athletes, and it seems to me that we only need Maxey Long there to take

the quarter for the Americans to sweep the board once again. WHY THE AMERICANS SUCCEED. One often hears the average Englishman want to know, you know, how it is these American fellows are such thundering good athletes. The real fact of the matter is that the American is so invincible because he goes beart and soul into the pastime. Such a thing as half-training and as neglect of some of the rules of athletics, the American would never countenance for a single moment. The American is thorough in all that he undertakes to do. They have the finest trainers in the world, and generally speaking the young man implicitly obeys the directions of his "coach." In this old-fashioned country of ours it is customary for a young man to devote himsel to what he likes in the way of athletics rather than that for which he is best suited. But in the land of the wooden nutmeg if an athletically. minded youth desires to shine on the path, he consults a skilled American instructor, who measures his limbs, studies his make, shape and build, and then determines for him what he is THE most likely to succeed at. The English amateur stumbles and blunders along in his own stupid manner, but the Yankee treats the matter as a science, and devotes all his energies, and his thoughts, all his time, and all the money he can get from anybody else to attaining the highest possible point of proficiency. No detail is too petty for the American trainer and his pupil. The Yankees go to the root of the subject, and whether at their numerous Universities or at their Athletic Clubs, they work on a system, and system is half the battle. What I have now said in regard to athletics is true of everything that the American takes in hand, for whether it be bowling, billiards, sprinting, rowing, horseracing, skating, cycling, or any other form of sport, the American mind is experimental, is enterprising, and as restless as quicksilver in a bowl. An Englishman has really no idea of the thoroughness which the

American puts into any work that he takes in

hand with the idea of beating other countries.

that if either Jacob Schoefer, the Wizard, or

Frank Ives, the Wonder, had applied them-

selves to English billiards, they would have

been greater players than even John Roberts.

That's my opinion of Americans generally in

games, and I am sorry to say that in this

country we do not now seem up-to-a.te.

C. B. FRY. McGahey was deposed from the position of the leading English batsman, so Willie Quaife has in turn had to give way to Charles Burgess Fry, the had up to the close of last Saturday evening scored 1,267 runs in fourteen completed attempts, and possessed the extraordinary average of 90.15. Three times this year has Mr. Fry scored over 200 runs in a single innings, namely, 244 against Leicestershire, 241 against Cambridge University, and 219 against Oxford University. It may be arged that the bowling in all these instances was very moderate, and no doubt that is so, but it must not be forgotten that there are nine ways for a man to get out, and that it is very easy to do so. Mr. R. H. Lyttelton has declared that any fool can make runs nowadays, but I think this as untrue as it is uncomplimentary. First-class cricketers are still rare, and one has only to think of the number of men who can score freely in club cricket who are immediately quite at sea when tried in first-class cricket against good bowling. Mr. Fry has greatly improved since he was at Oxford, and, even though he scored 100 not out for Oxford against Cambridge at Lord's in 1894, there is no doubt that then he was a cramped, ugly batsman of limited powers. But by practice and patience he has attained a fine flowing masterly mode of batting, and now no England team would be complete without him. He is, moreover, a brilliant fielder, and generally one of the most famous men in the world. I often wonder what Surrey think that they did not keep him. He has been the holder of the English record jump, has been an even-time sprinter, has played for Oxford and England at Association football, and very nearly obtained his Blue as a Rugby back. Nor should it be forgotten that to all these accomplishments must be added the fact that the old Reptonian was the senior scholar of Wadham College, Oxford, got a first-class in moderations, and took honours in Litera Humaniores, so that he took one of the bestpossible degrees. He tried the post of being one of the masters at Charterhouse School, but he desired a position which gave him greater freedom, so he abondoned the office of teacher for that of a free lance in journalism. He commands the admiration of many men, and is certainly the Admiral Crichton of his day.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES OF APPLICATION at No. 1, Queen's Road East, Hongkong Hongkong, 17th October, 1899.

NOTICE

PEAK WATER SUPPLY.

URING Temporary Repairs to a portion of the Pumping Machinery, it may not be possible to maintain a Full Supply of Water to the Peak and Hill Districts. Residents are meanwhile requested to economise, as far as possible, in the consumption of water. W. CHATHAM,

Water Authority; Hongkong, 7th August, 1901.

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Hongkong, 18th March, 1901

ON SALE.

# CHRONICLE AND DIRECTORY

INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA.

PHILIPPINES, BORNEO, &c.,

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Sileria, in which Europeans reside.

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# VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked. ascertain the anchorage of any vessel, one response has been section.

Li, nearest Hongkong h, midway between Hongkong and Kowloon w, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 4. From Naval Yard to East Point. 2. From Harbour Master's to Blake Pier. TO BE DESPATCHED FOR PREIGHT APPLY TO CAPTAIN FLAG & BIG BERTH VESSEL'S NAME BUTTERFIELD & SWIRE ..... To-day .-On 17th inst., at Noon, P. & O. S. N. Co. ..... Brit. str. ... DEUCALION ..... On 20th inst. F. W. Vibort, R.N.L LONDON BUTTERFIELD & SWIRE ..... Brit. str. ... COROMANDEL ..... On 3rd September. LONDON, &C., VIA PORTS OF CALL ..... BUTTERFIELD & SWIRE ..... Brit. str. ... BRAEMAR .... PELEUS ..... On 11th inst. LONDON Brit. str. ... BUTTERFIELD & SWIRE ..... STENTOR ..... LONDON ..... To-day at Noon. DUKE OF FIFE MELCHERS & Co. Brit. str. .. To-morrow, at Daylight. PATROCLUS..... LIVERPOOL DIRECT :.... P. Grösch ..... NIPPON YUSEN KAISHA ...... tier, str. On 10th inst., at 6. P.M. STUTTGART ..... BREMEN. VIA PORTS OF CALL..... W. Thompson MARSEILLES, LONDON & ANTWERP, V. S'PORE, &C. SADO MARU ..... MESSAGERIES MARITIMES ...... Jap. str. .. On or about 11th inst. Ristorcelli P. & O. S. N. Co. ..... On 23rd inst., at Daylight. Fron. str ... MARSEILLES, &c., VIA PORTS OF CALL E. G. Andrews ... NIPPON YUSEN KAISHA ..... Brit. str. . MARSEILLES & LONDON..... J. S. Thompson . On 12th inst. HAMBURG-AMERIKA LINIE ..... Jan. str. KAWACHI MARU ...... MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c. On 27th inst. Döhren ..... HAMBURG-AMERIKA LINIE ... Ger, str. On 10th September. MAVRE, BREMEN & HAMBURG ..... ACITAL ..... Roerden ..... HAMBURG-AMERIKA LINIE tier, str. On 21st September. ALEXANDRIA ....... HAVRE & HAMBURG Porzelius ..... HAMBURG-AMERIKA LINIE Ger: str. On 5th October. HAVRE & HAMBURG ..... JAMBURG-AMERIKA LINIE Ger. str. .. ANDALUSIA.... HAVÆE & HAMBURG ..... To-morrow. DODWELL & Co., LIMITED. Ger. str. ARABIA ...... HAYRE & HAMBURG ..... SHEWAN, TOMES & Co. ..... To-morrow. Brit. str. ...: Quick despatch. Williamson ..... CARLOWITZ & Co. .... Brit. str. ... NEW YORK VIA SUEZ CANAL ..... Quick despatch. Kendall ..... ARNHOLD, KARBERG & CO .... NEW YORK ...... L. Schepp ..... Amr. ship .... Quick despatch. HAMBURG-AMERIKA LINIE NEW YORK ...... I. F. CHAPMAN ..... On or about 25th Oct. SHEWAN, TOMES & Co. ...... Forst. NEW YORK VIA SUEZ CANAL ...... ARAGONIA .. On 28th inst. CANADIAN PACIFIC R. Co ...... NEW YORK ..... MANUEL LLAGUNO . Amr. ship .. On 14th inst., at Noon. P. Marshall, R.N.R. CANADIAN PACIFIC R. Co: ..... VANCOUVER, VIA SHANGHAI, &c..... EMPRESS OF INDIA G. D. Bowles, R.N.R. On 27th inst. DODWELL & Co., LIMITED ..... VANCOUVER, VIA MOJI, &c. NIPPON YUSEN KAISHA ..... On 19th inst., at a P. M. On 2nd September, at 4 P.M. BRAEMAR ..... VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c. ... NIPPON YUBEN KAISHA Jap. str. ... KAMAKURA MARU Quick despatch. VICTORIA (B.C.) & SEATTLE VIA SHANGHAL, &C .... J. W. Ekstrand JARDINE, MATHESON & Co. On 24th inst., at Daylight. KAGA MARU ..... H. L. Allen ..... VICTORIA (B.C.) & SEATTLE VIA SHANGRAI, &c. .. TOYO KISEN KAISHA ..... Brit, str. ... On 15th inst., at Noon. VICTORIA (B.C.) & SEATTLE ..... PACIFIC MAIL S. S Co. . NIPPON MARU ..... Jap. str. . SAN FRANCISCO VIA NAGASAKI, &c. ...... To-day, at 4 P.M. SHEWAN, TOMES & CO..... On or about 15th Sept. FRANCISCO VIA AMOY, SHANGHAI, &c. Dwyer ..... BUTTERFIELD & SWIRE ...... FLINTSHIRE ..... On 15th inst, at Noon. SAN FRANCISCO ..... GIBE, LIVINGSTON & Co. Brit. str. ... STRATHGYLE ..... On 23rd inst., at 4 P.M. SAN DIEGO, &c., VIA MOJI, &c. NIPPON YUSEN KAISHA ..... Brit. str. ... AUSTRALIAN PORTS On or about 23rd inst. СотишЕ.... H. Fraser..... P. & O. S. N. Co. KASUGA MARU ..... ()n or about 17th inst. P. & O. S. N. Co. Brit. str. AUSTRALIAN PORTS... YOKOHAMA VIA SHANGHAI & KOBE ..... FORMUSA..... On 12th inst. BUTTERFIELD & SWIRE ..... On 16th inst., at Daylight. PEKIN ...... NIPPON YUSEN KAISHA ..... Brit. str. On 30th inst., at Daylight. TCHANG. ..... W. Townsend . KOBE & MOJI.... NIPPON YUSEN KAISHA... SANUKI MARU Jhp. str. On 23rd inst., at Noon. KOBE & YOKOHAMA F. L. Sommer ... NIPPON YUSEN KAISHA ..... Jap. str. On 13th inst., at Noon. N. Tate.... NIPPON YUSEN KAISHA ..... Jap. str. NAGASAKI, KOBE & YOKOHAMA Quick despatch. M. Yagi ..... DODWELL & Co., LIMITED ...... 2 m. MILKE MARU ..... To-morrow, at Noon. KOBE & YOKOHAMA SIEMSSEN & Co. ..... Brit. str. TAIFU ..... On 14th inst. VLADIVOSTOCK .... Johansen ..... BUTTERFIELD & SWIRE Ger. str. -QUARTA ...... To-day. CHINKIANG & WUHU BUTTERFIELD & SWIRE ...... Brit. str. To-morrow, at Noon. KWEIYANG ..... GIBB, LIVINGSTON & Co ..... Brit. str. To-morrow, at 4 P.M. NINGPO ..... SHANGHAI ..... McGregor Bros. & Gow ..... Britastra EASTERN .... On or about 14th inst. SHANGHAI & KOBE ..... P. & O. S. N. Co. ..... GLENTURRET & ..... Brit. atr. On or about 16th inst. G. W. Cockman, R.N.B. SHANGHAI P. & O. S. N. Co..... Brit. str. MAZAGON ..... On 24th inst. R. T. Cook, R.N.R. ... BUTTERFIELD & SWILE ..... PARRAMATTA ..... Quick despatch. SHANGHAI ..... EAST ASIATIC TRADING CO., LD Brit. str. On or about 12th inst. CHANGSHA SHANGHAI ... MESSAGERIES MARITIMES ..... Ger. str. SHANGHAL PORT ARTHUR & V'STOCK ..... On 21st inst. ANNAM ...... MITSUI BUSSAN KAISHA ..... Fren. str. ... SHANGHAI. NAGASAKI, KOBE & YOKOHAMA..... K. Suzuki.... To-day. BUTTERFIELD & SWIRE .... Jap. str. On 14th inst., at Daylight. MAIDZURU MARU ... ANPING. VIA SWATOW & AMOY ..... MITSUI BUSSAN KAISHA..... On 18th inst, at Noon. WHAMPOA ..... FOOCHOW & SHANGHAI ..... S. Atsumi MITSUI BUSSAN KAISHA ..... ANPING MARU ...... Jap. str. To-morrow, at 5 P.M. FOOCHOW VIA SWATOW & AMOY ..... T. Ogata SHEWAN, TOMES & Co. ..... DALLIN MARU .....Jap. ste. To-morrow at Noon. J. MoArthur TAMSUI VIA SWATOW & AMOY ..... JARDINE, MATHESON & Co. ... Brit, str. On 16th inst. PERLA ..... Weigall ..... BUTTERFIELD & SWIRE ..... Brit. str. LOONGSANG ..... On 10th inst. BUTTERFIELD & SWIRE ...... Brit. str. ... SUNGETANG ..... On 13th inst., at Noon. CABLOWITZ & Co..... On 16th inst., at Noon. Ger. str. .. HANS MENZELL..... 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# SHIPPING

ARRIVALS. MELPOMENE, Austrian str., 1,854, C. Matcovich, Shaughai 1st August, General.—SANDER, WIELER & Co. Aug. 7, Eastern, British str., 3,500, Winthrop Ellis, Sydney via Timor and Manila 13th July, General.-GIBB, LIVINGSTON & Co. Aug. 7, BRIZEUX, French ship, 1,400, Gourio, Cardiff 17th April, Coal.-ORDEE. Aug. 7, ZENIA, Austrian cruiser, from Canton. Aug. 7, PERLA, British str., 1,286, J. E. Me-Arthur, Manila 4th August, General .-

SHEWAN, TOMES & Co. Aug. 7. CHOWTAI, German steamer, 1,115, A. Müller, Swatow 6th August, Wood and Rice.-BUTTERFIELD & SWIRE. Aug. 7, MICHAEL JEBSEN, German str., 740, Hansen, Haiphong 3rd August and Hoihow

6th, General.-JEBSEN & Co. Aug. 7. Sado Mahu, Japanese str., 3,858, W. Thompsen, Moji 3rd August, General.-NIPPON YUSEN KAISHA.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 7th August.

Hipsang, British str., for Nagasaki. Lightning, British str., f. r Singapore. Hailoong, British str., for Amoy. Knight Companion, British str., for Moji. Holstein, German str., for Saigon. Loongmoon, German str., for Shanghai. Sibiria, German str., for Yokohama. Hailan, French str., for Hollow. Maidzuru Maru, Japanese str., for Swatow, Townan, American str., for Haiphong.

DEPARTURES. 7th August.

FEICHING, British str., for Haip hong. EMPRESS OF CHINA, British str., for Vancouver. KAISERIN ELISABETH, Austrian cruiser; for Singapore and Home. ZENTA, Austrian er., for Singapore and Home.

Hue, French str., for Kwong-chow-wan. HAILAN, French str., for Hoiho w. MAIDZURU MARU, Jap. str., for Swatow. Toonan, American str., for Haiphong. HIPSANG, British str., for Nagasaki. HAILDONG, British str., for Amoy. LIGHTNING, British str., for Calcutta. SIBIRIA, German str., for Yokohama. LOONGMOON, German str., for Shanghei. CARTHAGE, British hospital ship, for Calcutta.

VESSELS IN DOCK. .7th August

ABERDEEN DOCKS. KOWLOON DOCKS .- Y. Sontau, Sishan, Zaire, Canton River, Victoria. COSMOPOLITAN DOCK .- Colonies. Taishan, D. J. de Austria.

SHIPPING REPORTS. The British steamer Perla, from Manila 4th August, had strong S.W. winds and squally

weather. The British steamer Eastern, from Sydney via Timor and Manila 13th July, had fresh to moderate S.E. monsoon to Basilan; thence to Manila met threatening weather with falling barometer. From Manila to port strong S.W. monsoon and heavy seal threatening with falling barometer; wind and sea moderating and weather clearing on approaching the port.

VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA, LIMITED. FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship "DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 18th instant,

at NOON. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA. Agents. Hougkong, 5th August, 1901.

VESSELS ON THE BERTH "SHIRE" LINE.

FOR SAN FRANCISCO THE Steamship "FLINTSHIRE.

Captain Dwyer, will be despatched for the above port TO-DAY, the 8th inst., at 4 P.M. For Freight or Passage, apply to SHEWAN, TOMES & CO.,

Agents. Hongkong, 3rd August, 1901. "GLEN" LINE.

FOR SHANGHAL THE Steamship

"GLENTURRET," Captain R. Webster, will be despatched for above port TO-MORROW, the 9th inst., at

For Freight, apply to McGREGOR BROS. & GOW. Hongkong, 6th August, 1901. THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship

"PERLA." Captain J. McArthur, will be despatched as above TO-MORROW, the 9th inst., at 5 P.M. steamer. She is fitted throughout with Electric Light and is supplied with " Refrigerating Chamber.

A Doctor is carried. For Freight or Pussage, apply to SHEWAN, TOMES & CO... General Managers.

Hongkong, 3rd August, 1901. REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG.

... About 9th August. "HUDSON." ... , 15th August. HEATHBURN" 4th September. 21st September "MOGUL" 12th October. "KURDISTAN" "SATSUMA"... "LENNOX" For Freight and further information, apply to

DODWELL & CO., LD., Agents. Hongkong, 8th August, 1901. THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States .. in connection with the

GREAT NORTHERN RAILWAY CO.'s LINES. THE Steamship

"YANGTSZE," 6,457 Tons, Commander H. L. Allen, and wil have quick despatch. For Rates of Freight and further Parlicu-JARDINE, MATHESON & CO., Agents. Hongkong, 20th July, 1901. FOR NEW YORK.

THE 3/3 A II American Ship

"MANUEL LLAGUNO" will load during September and October. sailing about 25th October. For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 11th July, 1901.

ROYAL MAIL STEAMSHIP LINE. THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. PUNCTUALITY.

Empress "Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION). " TARTAR," 4,425 Tons ... Comdr. E. Beetham, R.N.R. ... WEDNESDAY, 14th Aug., 1901 EMPRESS OF INDIA"....Comdr. O. P. Marshall, B.N.B., WEDNESDAY, 28th Aug., 1901 \* "ATHENIAN," 3,882 Tons Comdr. H. Mowatt ..... WEDNESDAY, 4th Sept., 1901 EMPRESS OF JAPAN" ... Comdr. H. Pybus, B.N.B. ..... WEDNESDAY, 25th Sept., 1901 "EMPRESS OF CHINA"...Comdr. R. Archibald, B.N.B. ... WEDNESDAY, 23rd Oct., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continen FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Retur.

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval the excellent accommodation provided by this Military, Diplomatic, and Civil Services, and to European Officials in the Service of China an

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate 1972 by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAIL" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage The "TARTAR" takes First Class and Steerage Passengers only. The run is usuali,

made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agenti Padder's Street.

Hongking, 8th August, 1901.

Hongkong, 27th July, 1901.

# HAMBURG-AMERIKA NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWEEP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.) -

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

	SUBJECT TO ALTERATION.	SAILING DATES
STEAMERS.	HAVRE BREMEN & HAMBURG	On 12th Aug. Freight.
ACILIA Capt. v. Döhren	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 27th Ang. Freight.
	P A I IN THE REP BY A I IN THE ARCHITECT FAIT   BRING A ATT BY VALVE	
Capt, Roarden	HAVRE & HAMBURGE and Colombo)	On Tour of Passage.
ANDALUSIA	HAVRE & HAMBURG	On 21st Sept. Freight.
	(Calling at Singapore and I charge	Con 5th Oct. Freight.
ARABIA	(Calling at Singapore and ANAL	Project
	(Calling at Singapore CANAL NEW YORK VIA SUEZ CANAL end of August or beginning September	}
Capt. Forst	lars, apply to	MERIKA LINIE,

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. L. [1051 NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA. FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH PACIFIC RAILWAY COMPANY. NORTHERN Proposed Sailing Captain. Tons. Steamer. August 27th W Watt

3,821

OLYMPIA ..... THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED

J. S. Cox

J. Truebridge

September 10th

October 1st

STATES and to EUROPE. HONGKONG TO LONDON, £52. Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 41 days. Magnificent Scenery of the Rocky and CASCADE MOUN-TAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sallings from VICTOBIA and TACOMA to DYEA and St. MICHAEL. Rates of Passage to other Points on application. A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED. General Agents

Hongkong, 17th July, 1901. IMPERIAL GERMAN LINE.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PCRT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION 8th August. THURSDAY ... STUTTGART 22nd Angust. 5th September. KONIG ALBERT THURSDAY. PRINZESS IRENE ... ... ... 19th September-PRINZ HEINRICH ... ... ... ... 2nd October. WEDNESDAY PREUSSEN ... ... 16th October WEDNESDAY HAMBURG (Hamburg-Amerika Linie) ... 30th October: 13th November. WEDNESDAY KIAUTSCHOU (Hamburg-Amerika Linie) 27th November. WEDNESDAY 11th December. WEDNESDAY 25th December. STUTTGART WEDNESDAY 8th Jan., 1902. KONIG ALBERT WEDNESDAY PRINZESS IRENE ... ... 22nd Jan., 19 2. WEDNESDAY PRINZ HEINRICH ... 5th Feb., 1902. WEDNESDAY PREUSSEN ... ... ... ... ... 19th Feb. 1902. WEDNESDAY HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY

5th Mar., 1902. ON THURSDAY, the 8th day of August, 1901, at Noon, the Steamship "STUTT GART," of the Nondeutschen Lloyd, Captain P. Grosch, with MAILS, PASSEN. GERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GEROA. Shipping Orders will be granted till NOON on TUESDAY, the 6th August, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 7th Angust, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 7th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cabic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stawardesses.

NORDDEUTSCHER LLOYD. Linen can be washed on board. For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 27th July, 1901.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HEM ARKS. TO SAIL ON STEAMERS About 11th | Freight or Passage. MARSEILLES AND | MALACCA ..... August E. G. Andrews LONDON ..... About 4th | Freight only MAZAGON ... G. W. Cockman, R.N.R. August SHANGHAI .... About 16th | Freight or Passage PARRAMATTA R. T. Cook, R.N.E. SHANGHAI .... Noon, 17th | See Special Advertisement. COROMANDEL F. W. Vibert, E.N.B. LONDON, &c..... About 17th | Freight only F. J. Fox ..... August KOBE ... YOKOHAMA VIA FORMOSA ..... About 23rd | Freight or Passage. SHANGHAL AND KOBE ..... J. D. Andrews, R.R.R. J. August Passing through the Inlund Bea) For Further Particulars, apply to H. A. BITCHIE, Hongkoug, 7th August, 1901.

# NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. MARSEILLES, LONDON, and STEAMERS. ANTWERP, VIA SINGAPORE, PRIDAY, 9th Aug. at SADO MARU ..... PENANG, COLOMBO & PORT DAYLIGHT. W. Thompson ..... BAID ..... (Tomboay, 18th Aug, at. MIIKE MARU ...... KOBE and YOKOHAMA ...... NOON. PRIDAY 18th Ang. KOBE and YOKOHAMA ..... PRIDAY LEEL AND DAYLIGHT.
(BOMBAY, VIA SINGAPORE and LEIDAY) Leel Ang. At SANUKI MARU ..... W. Townsend HIP OBBIMA MARU ...... COLOMBO ..... Nook. T. Marai ... VICTORIA, B.C., AND SEATTLE | MOSDAY, 19th Ang., et ... U.S.A. VIA SHANGHAL, MOJI 4 P.M. KAMAKURA MARU ...... KOBE and YOKOHAMA MARSEILLES, LONDON, and LANTWEEP, VIA SINGAPORE, FRIDAY, 23rd Aug., at H Potersen ...... KAWACHI MARU ..... PENANG, COLOMBO & PORT DATLICHT. J. S. Thompson ...... NAGASAKI, KOBE and YOKO- FRIDAY, 23rd Aug, at HAMA NOON ROBETTA MARU..... SYDNEY and MELEOURNE, via ) FRIDAY, . 23rd Aug., at N. Tate MANILA THURSDAY ISLAND, KASUGA MARU TOWNSVILLE and BRISBANE) (Friday, 30th Aug., at H. Fraser ..... KOBE and YOKOHAMA ...... DAVINGET. HAKATA MARU VICTORIA, B.C. and SEATTLE.) MONDAY. 2nd Sept., at F. L. Sommer..... U.S.A. VIA SHANGHAL, MOJI, A.P.M. KACA MARU ..... KOBE and YOKOHAMA J. W. Ekstrand Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the

United States, Canada, and Europe, in connection with the GREAT NORTHEEN BALLWAY and For further information as to Freight, Passage, Sailings, do., apply at the Company e-Atlantic Steamers. Local Branch Office at Prince's Building, First Floor, Chater Road A. S. MIHARA, Manager

Hongkong, 5th August, 1901.

#### VESSELS ON THE BERTH

# OCEAN STEAMSHIP COMPANY.

	OUTWARDS.
тком	STEAMERS DUE
GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL	"IDOMENEUS" ORESTES" On 13th August. On 20th August. On 20th August. On 26th August. On 26th August. On 4th September.
LONDON	HOMEWARDS.  STEAMERS ON SAIL  On Sth August.  On 20th August.  On 3rd September.
(Taking Cargo at London Rates) ) 8.8. "IDOMENEUS" left Sing	"PATROCLUS" On 11th August.  apore on the 4th instant, a.m., and is due in Hongkong on  Freight, apply to  BUTTERFIELD & SWIRE,

# Hongkong, 17th July, 1901. LIMITED.

FOR	" TO SAIL.	
FOOCHOW & SHANGHAI.  SHANGHAI.  SAMARANG and SOURABAYA  KOBE & MOJI.  TIENTSIN  MANILA  "WHAMPOA"  "NINGPO"  "HANS MENZELL"  'ICHANG"  "KWEIYANG"  "SUNGKIANG"  "CHANGSHA"	On 8th August. On 8th August. On 10th August. On 12th August. On 14th August. On 16th August. On 24th August.	
SHANGHAI CHANGSHA		

\* The attention of Passengers is directed to the superior accommodation offered by these teamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to-

NIPPON MARU (via

kohama, and Honolulu)

kehama, and Honolulu)

THE Twin-Screw Steamship

their journey at any point en route.

obtained on application.

on application.

AMERICA MARU (via

#### BUTTERFIELD & SWIRE. AGENTS.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shunghai. Nagasaki, SATURDAY, Aug. 24

Kobe, Inland Sea, Yo- 1901, at DAYLIGHT.

Shanghai. Nagasaki, Tursday, Sept. 17

Kobs, Inland Sea, Yo- \ 1901, at Noon.

"NIPPON MARU"

will be despatched for SAN FRANCISCO

LULU on SATURDAY, the 24th August,

1901, at DAYLIGHT, taking Freight and Passen-

gers for Japan, the United States, and Europe.

LAND SEA OF JAPAN, and call at HONO.

Steamers of this line pass through the IN-

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

Passengers holding through ORDERS TO

routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

and NOBTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

Passengers holding orders for OVERLAND

CITIES in the United States have, between

San Francisco and Chicago, the option of

the Southeen Pacific, Central Pacific,

Union Pacific, Denvee and Rio Grande.

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M. same

day; all Parcel Packages should be marked to

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Bealed Envelopes, addressed to the

For further information as to passage and

Freight, apply to the Agency of the Company, Queen's Building.

FOR VLADIVOSTOCK.

"TAIFU

For Freight and other information, apply to

FOR NEW YORK.

"L. SCHEPP'

Captain Kendall, will be ready to load on the

15th August for the above port, and will be

despatched about the middle of September.

shortly due, will be despatched as above.

Hongleong, 3rd August, 1901.

THE 3/3 A II American ship

For Freight, apply to

Hongkong, 18th July 1901.

GEORGEECKLEY,

DODWELL & CO., LD.,

Agents.

CARLOWITZ & CO.

Acting Agent.

address in full; value of same is required.

Collector of Customs at San Francisco.

Hongkong, 3rd August, 1901.

HE Steamship

Government officials and their families.

Company's and connecting Steamers.

£4 in addition to the regular tariff rate.

AGENTS O. S. S. Co.

	Hongkong, 20th July, 1901.
j	HE EAST ASIATIC CO., LIMITED.
	NOTICE TO SHIPPERS.
,	FOR SHANGHAL PORT ARTHUR

AND VLADIVOSTOCK. THE Company's Steamship

"ANNAM," Captain Jensen, due here about FRIDAY the 9th instant, will load here as above and will have quick despatch. For Freight or Passage, apply to MELCHERS & CO.,

Agents. Hongkong, 5th August, 1901. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTE-POSTE FRANCAIS. STEAM FOR SINGAPORE, BATAVIA COLOMDO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANGAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

N SATURDAY, the 10th August, 1901, nt 6 P.M. the Company's Steamship "ERIDAN." Captain Ristorcelli, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON. This steamer will tranship her Passengers

and Cargo at Saigon to the s.s. Sinai for MARSEILLES via BOMBAY. The above steamer connects at COLOMBO with the s.s. Ville de la Ciolat, which vessel takes on her Passengers and Mails, leaving

that port on the 24th August direct to Sues Port Said and Marseilles. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal

piaces of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 3 P.M. Specie and Parcels until 3 P.M. on the 10th August (Parcelsare not to be sont on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office. P. DE CHAMPMORIN, Acting Agent. Hongkong, 31st July, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAL NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship

"YARRA" Captain Negre, will be despatched for the above ports on or about MONDAY, the 12th inst.

For Freight or Passage, apply to P. DE CHAMPMORIN, Acting Agent. Hongkong, 6th August, 1901.

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ARARA."

Captain Williamson, will be despatched for the above port on MONDAY, the 12th inst., and will be followed by the Steamship "ATAKA"

on or about 15th September. For Freight, apply to SHEWAN TOMES & CO. Agents.

Hongkong, 8th August, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED. FOR FOOCHOW VIA SWATOW AND

AMOY THE Company's Steamship

ANPING MARU Captain S. Atsumi, will be despatched for tha above ports on WEDNESDAY, the 14th August at Davident. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agents Hongkong, 31st July, 1901

VESSELS UN THE BERTH.

# S. MAIL LINES.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

" DORIC"..... THURSDAY, 15th Aug., at Noon. PERU " ...... SATURDAY, 31st Aug., at Noon. COPTIC" TUESDAY, 10th Sept. at NOON. CITY OF PEKING" ...... TUESDAY, 24th Sept., at Noon. GAELIC"..... WEDNESDAY, 2nd Oct., at Noon. CHINA". SATURDAY, 19th Oct., at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRAN-L CISCO via SHANGHAI, NAGASAKI, KOBE. INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY; the 15th August, at Noon, taking Freight for Japan, the United States and Europe. Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-

LULU, and passengers are allowed to break their journey at any point ea route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer', and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES, in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application. Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military. Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officia's in the service of the Governments of China and Japan

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Bormida, Italian str., 1,400, Costa, Aug. 5. Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.-Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolula for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to Sun Francisco, to Atlantic and Inland Cities of the United States, v.a Overland Railway, to 'Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required. VIA SHANGHAI, NAGASAKI, KOBE, Consular Invoices to accompany each shipment of Cargo or Pared (valued at \$100 gold INLAND SEA. YOKOHAMA and HONO-

or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for Cargo of Parcel (each shipment) when the value is

less than \$100 U.S. gold. LULU, and Passengers are allowed to break

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT. Hongkong, 7th August, 1901.

the United States or Canada. Rates may be NAVIGAZIONE GENERALETTALIANA (FLORIO AND RUBATTINO UNITED

COMPANIES). EUROPE have the choice of Overland Rail STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG.

UNION PACIFIC, DENVER AND RIO GRANDE, Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA. NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIA-TIC, LEVANTIME and SOUTH AMERICAN. PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, YALENZA, ALICANTE, ALMERIA and MALAGA.

and other direct connecting Railways, and from THE Steamship

" BORMIDA," Captain D. Costa, will be despatched as above on TUESDAY, the 13th August, at Noon. At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO.,

Agents. Hongkong, 7th August, 1901.

STEAMSHIP COMPANY.

IN CONNECTION WITH THE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO. VIA INLAND SEA OF JAPAN AND HONOLULU TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND

HONOLULU. THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

(Calling at Shanghai if Inducement Offers.) | THE Steamship "STRATHGYLE" will GEO. SUTHERLAND, General Agent for L be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on or about 15th September. Through Bills of Lading issued to any point

in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

fined to points beyond San Diego, should be South Africa, in connection with Inpocent to the Company's Office, addressed to the CHINA STIAM NAVIGATION CO.'S fortnightly Collector of Customs, San Diego. For further information as to Freight or CALCUTTA for CAPE PORTS every fortnight. Passage, apply to BUTTERFIELD & SWIRE,

Arents, Hongkong, China and Japan. Hongkong, 16th July, 1901.

EASTERN AND AUSTRALJAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TABMANIA, &c.) THE Steamship

"GUTHRIE." Captain McArthur, will be despatched for the above ports on THURSDAY, the 15th August, at NOON. This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Hongkong, 29th July, 1901.

CALIFORNIA AND ORIENTAL TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED, ATCHESON, TOPEKA AND SANTA FE having Established a regular service of steamers from Scattle (Puget Sound) to Japan,

China and the Philippines, in conjuction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from

the Pacific Coast and interior points of U.S.A. to the Orient. For further particulars, apply at THE CHINA MUTUAL STEAM NAVI GATION CO.'s OFFICES, NEW YORK;

To the Agents of the Company at Japan, China, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents. Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS Consular Invoices, to accompany Cargo des. OF LADING for all the principal ports in service hence to CALCUTTA. Sailings from

> For Freight and further particulars, DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN

THE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 17th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Ten for London (under arrangement) will be ranshipped at Colombo into a steamer proceeding direct to Marseilles and London; other Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further particulars, apply to H. A. RITCHIE,

Superintendent. Hongkong, 5th August, 1901.

FOR NEW YORK.

THE 3/3 A.I.I. American ship

Hongkoug; 2nd July, 1901.

"I. F. CHAPMAN," shortly expected here from KOBE, will load for the above port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & CO.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crows of the following Vessels during their stay in Hongkong Harbour :--

. SCHEPP, American ship, C. S. Kendall.— Carlowitz & Co. SHA WITCH, American ship: Howes. - Muster

#### HONGKONG.

STEAMERS. Carlowitz & Co Chowtai, German str., 1,115, Muller, Aug. 7

Butterfield & Swire Devawongse, German str., 1,057, Textor, Aug. 2, Butterfield & Swire Dr. Hans Jerg Kiaer, Norw. str., 691, Larsen,

Aug. 2. Chinese Eastern, British steamer, 3,500. Ellis, Aug. 7, Gibb, Livingston & Co Flintshire, British str., 2,476, Dwyer, July 29, Shewan, Tomes & Co.

Germania, Ger. str., 1,713, Bendixen, Aug. 2. Jebsen & Co Glenturret, British str., 3,026, Wobster, Aug. 4, McGregor Bros. & Gow

Knight Companion, British str., 4,111, Froggatt, July 28, Shewan, Tomes & Co Loongsang, British str., 1,080, Weigall, Aug. 6, Jardine, Matheson & Co

Melpomene, Aust. str., 1,700, Matcovich, Aug. Sander, Wieler & Co Michael Jobson, Ger. str., 710, Jossen, Aug. 7, Jebsen & Co

Munchen, German str., 4,691, Krebs, May 28, Melchers & Co Nanshan, British str., 1,299, Jones, Aug. 5, Bradley & Co Perla, British str., 1,284, McArthur, Aug. 7,

Shewan, Tomes & Co Phra C. Klao, British str., 1,011, Morris, Aug. 3, Butterfield & Swire

Quarto, German str., 1,146, Johannsen, Aug. 1 Siemssen & Co Robert Dickinson, Brit. str., 1,331, McDonnell

Aug. 2, Arnhold, Karberg & Co

Nippon Yusen Kaisha Salahadji, Dutch str., 1,235, Harst, July 29, Meyer & Co Sishan, British str., 852. H. Holton, July 9,

Bradley & Co Taishan, British str., 1,122, Stovel, July 21, Bradley & Co Tartar, British str., 2,768, Beetham, Aug. 3, C. P. R. Co

Tetartos, German str., 1,578, Donse, Aug. Siemssen & Co Tingsang, British str., 1,045, Sawer, Aug. 3, Jardine, Matheson & Co Victoria, American str., 2,112, Panton, Ang. 1, Dodwell & Co., Limited

Victoria, Swedish str., 989, Hellberg, July 31, Whampos, British str., 1,109, Laver, Aug. 1, Butterfield & Swire Yaugtsze, British etr., 4,149, Allen, Aug. 5,

Jardine, Matheson & Co Y. Sontan, Amr. str., 585, Gortirolo, July 13, Order SAILING VESSELS.

Brizenx, French ship, 1,400, Gourio, Aug. 7, 4 Colest Burrill, British ship, 1,764, Jefry, May 29. Order Francois Coppel, French barque, 1,726, Donet, July 28, E. A. Trading Co., Limited Holliswood, Amr. bark, 1,084, Knight, June 14,

L. Schepp. Amr. ship, 1,673, Kendall, July 5, Carlowitz & Co Manuel Linguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co M. de Villars, Freuch bark, 1,171, Rional, May 31, E. A. Trading Co., Limited Sea Witch, Amr. slup, 1,172, Howes, Feb. 21,

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Susquehanna, Amr. ship, 2,590, Bailey, July 25,

Alacrity, despatch-boaot, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosnng Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai Aurora, cruiser, 5,600 tons, 12 gnns, 5,500 h.p., Capt. E. H. Bayly, C.B., at Woosung Barflour, battleship, 10,500 tons, 14 guns, 13,000

h.p., Capt. G.J. S. Warrender, at Weihaiwei Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuha Brisk, cruiser, 6 gans, 5,600 h.p., Comdr. Sir B.

R. S. Wrey, Bart, at Hankow

Britomart, gunboat. 710 tons, 6 guns, 1,300 h.p. Lient.-Comdr. E. A. Baird, at Weihaiwei Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, cruising Dido, cruiser, 2nd class, 5,600 tons, 11 guns,

9,600 h.p., Capt. P. F. Tillard, at Hongkong Ecilpse, orniser, 5,600 fons, Captain Stokes. Endymion, craiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Liout.-Comdr. C. P. Beatty Pownall, at

Glors, battleship, 12,950 tons, Captain W. A. Carter, at Hongkong Goliath, buttleship, 12,950 tons, 16 guns, 13,500 b.p., Capt. Lewis E. Wintz, at Nanking cargo for London, &c., will be conveyed via Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lient.-Comdr. G. C. Hardy, at

Hart, torpede-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong Humber, storeship, 1,640 tons, Comdr. H. J Davison, at Shanghai

Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. Chas. Windham, at Hongkong Janus, torpedo-boat destroyer, in reservo. at

Kinsha, river gunboat, Lieut.-Comdr. G. B. Powell, on Yangtsze Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy

Ocean, buttleship, Hon. A. G. Curzon Howe, at Weihaiwei Orlando, cruiser, 5,600 tons, 12 gans, 8,500 h.p. Capt. J. H. T. Burke, C.B., at Woosung

Otter, torpedo-baot destroyer, Lient.-Comdr. C. P. Mausel, at Weihniwei Phonix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Tongku Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Com. A. H. Oldham, at Hongkong

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Weilmiwei Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Liout.-Comdr. Cowper, at Kiukiang Redpole, gunboat, 855 tons, 6 guns, 720 h.p.,

Lieut.-Comdr. Chas. F. Corbett, Kinkiang Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Liout.-Comdr. Godfroy G. Webster, West Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Singapore Sandpiper: river gamboat, 85 tons, 2 gans, 240

h.p., Lieut.-Comdr. Carr, on West River Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. R. W. Dalgoty, at Shanghai Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong. Taku, torpedo-boat destroyer, 250 tons, in re-

serve, at Hongkong Talbet, cruiser, 5,600 tons, Capt. F. G. Stopford, at Yokohamu Tamar, receiving ship, 4,600 tons, 6 gans, Commodore Francis Powell, C.B., at Hongkong Terrible, 1st class cruisor, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihniwei

Tweed, gunbeat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong ... Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. W. O. Lyne, at Hongkong Wivern, coast defence ship, armoured, 2,750 tons.

4 guns, 1,000 h.p., at Hongkong Whiting torpede bout destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut, and Comdr. Mackenzie. at Weihniwei Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,

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